The Hong Kong Daily Press.

No. 5074 號四十七零千五第 日三初月正年戊申治同 HONGKONG, THURSDAY, 19TH FEBRUARY, 1874. 四拜禮 號九十月二英 港香 PRICE $24 PER MONTH.

Arrivals.

Feb. 17, THALES, Brit. str., 775, Young, Shanghai 14th February, General.—OLYPHANT & Co.

Feb. 17, PRIAM, Brit. str., 1,572, R. F. Scale, Shanghai 11th Feb., and Foochow 15th, General.—BUTTERFIELD & SWIRE.

Feb. 17, DELTA, Brit. str., 1,600, Edmond, Yokohama February 10th, General.—P. & O. S. N. Co.

Feb. 17, FRANCISCO CALDERON, Peru. str., 1,185, Eduardo Perks, Macao 17th Feb., Ballast.—CARLOWITZ & Co.

Feb. 17, PERU, Peruvian ship, 570, A. Basagoiti, from Macao.—REMEDIOS & Co.

Feb. 17, ONWARD, Brit. ship, 606, S. Stimson, Sydney 10th February, General.—ROZARIO & Co.

Feb. 18, DELHI, Brit. str., 1,285, Geo. Lee, Bombay 27th January, Galle 2nd Feb., Penang 8th, and Singapore 10th, General.—P. & O. S. N. Co.

Feb. 18, PETER, Ger. bark, 399, R. Buhelsen, Cardiff September 24th, Coals.—ORDER.

Departures.

Feb. 17, PEIHO, str., for Shanghai.

Feb. 17, NEW GRANADA, for Tientsin.

Feb. 17, GLENARTNEY, str., for Shanghai.

Feb. 18, FYEN, for Tientsin.

Feb. 18, CHINA, str., for Canton.

Feb. 18, PRIAM, str., for Singapore and London.

Feb. 18, BERAR, for Saigon.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, FEBRUARY 18TH.

Priam, str., for Singapore and London.
Sophie, for Whampoa.
Cashmere, for Manila.

Passengers.

Per *Delhi*, str., from Bombay, &c.:—
For Hongkong.
From Brindisi,—Revd. Mr. and Miss Walworth, Messrs. Peacock and Hall. From Melbourne.—Two Chinese. From Alexandria.—Mr. Thornton. From Bombay.—Five Chinese. From Singapore.—Mr. R. J. Harper and 8 Chinese.
For Shanghai.
From Bombay.—Mr. R. H. McDermott.
For Yokohama.
From Southampton.—Mrs. Lucas, Messrs. McMahon, Goodwin, Vale, and Rogers. From Venice.—Messrs. Biacchi, Koch, and Hiedeche.

Per *Onward*, from Sydney:—
47 Chinese.
Per *Priam*, str., from Shanghai, &c.:—
12 Chinese.
Per *Thales*, str., from Shanghai:—
Mr. and Mrs. Heaton, Mr. and Mrs. R. Little, Messrs. Cameron and Morrias, 1 European and 10 Chinese.
Per *Delta*, str., from Yokohama:—
Miss E. Winsor and Capt. C. H. Coster, 1 European and 17 Chinese deck.

Per *Priam*, str., for Singapore & London:—
For London.—Mr. and Mrs. Young, Captain Boulton, R.N., Mrs. Moore, Dr. Paton, R.N., Messrs. Rainbow, McIvor, McKenzie and Middleton, and 5 seamen. For Singapore.—20 Chinese.

The following passengers proceed by the P. & O. Co's steamship *Golconda*, to-day, at noon:—
For Galle.—Six Chinese. For Southampton.—Capt. C. H. Coster.

Reports.

The Peruvian steamship *Francisco Calderon* reports left Macao on 17th February, had moderate breeze and clear weather throughout.

The British steamship *Thales* reports left Shanghai on 14th February, had moderate monsoon and cloudy weather first part of passage, thence light airs and fine clear weather to arrival.

The British steamship *Priam* reports left Shanghai on 11th February. Anchored outside of Red Buoy, Woosung; sailed at 6 a.m., on the 11th; anchored at Matsue at 5 p.m., on the 12th, and arrived at Foochow at 10 a.m., on the 13th, had fresh N.E. winds and cloudy weather. Left Foochow at 7.35 a.m., on the 15th, and arrived at Hongkong at 3 a.m., on the 17th. To Breaker Point fresh N.E. winds; from thence to port light breeze.

The P. & O. steamship *Delta* reports left Yokohama on 10th February, at 5.50 a.m. Experienced a strong N. Westerly gale, with a S. Westerly swell on the 11th. Passed the Island of St. Clair at midnight of the 12th, had strong N. Westerly winds across, and made Turnabout at 11.5 a.m. of the 15th. Had fresh N. Easterly winds, from thence to Breaker Point; passed the steamship *Kwangtung*, bound North, at 11 a.m. on the 16th, and another steamer also bound North, at 7.55 p.m. Arrived in Hongkong at 0.15 a.m. of the 17th.

The British ship *Onward* reports left Sydney on 10th January, with light winds from S.E. For 24 hours after leaving, winds hauled into Northward and N.E., and blew very hard for 4 days; from thence fine breezes. Lost the trades in 17 S. lat., carried Westerly winds with very heavy squalls to the Solomon Islands, which passed on the 24th January; passed the Greenwich Islands on 1st February, carried the N.E. trades to 17 North, and for 4 days had a continuation of light variable winds; passed the Bashees on Saturday the 14th, fell in with a heavy gale and a high cross sea, doing a great deal of damage fore and aft. On Monday morning, cleared up and carried fine weather until arrival.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mail's Advice.)

Vessels.	*From.*	*Date of Arrival.*
Janet Holt	Iloilo	Dec. 30
Solo	Hongkong	Dec. 31
Caroline	Hongkong	Jan. 3
Geraldine	Hongkong	Jan. 5
A. Renaud	Hongkong	Jan. 6
Redbreast	Iloilo	Jan. 7
Ulysses (s)	China Ports	Jan. 8
Zambesi (s)	Hongkong	Jan. 8

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Ingeburg	Cardiff	Sept. 22
Elise	Cardiff	Oct. 8
M. A. Hulman	Cardiff	Oct. 13
Radama	Cardiff	Oct. 20
Lesmona	Cardiff	Oct. 24
Channel Queen	Cardiff	Oct. 28
Palma	Hamburg	Nov. 1
Sedan	Hamburg	Nov. 2
Fidelia	Bergen	Nov. 5
Derwent	London	Nov. 18
Antipodes	Cardiff	Nov. 19
Batavia	Hamburg	Dec. 2
Johanne	Cardiff	Dec. 3
Kate Carnie	London	Dec. 3
Swiftsure	London	Dec. 15
Lydia	Newcastle	Dec. 26
Galatea (s)	London	Dec. 27
Osaka	London	Dec. 30
Batavia	Cuxhaven	Dec. 30
Patroclus (s)	Liverpool	Dec. 31
Yorkshire (s)	London	Jan. 6

Auction Sales To-day.

None.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.

RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	*£ Sterling.*
PAID-UP CAPITAL	80,000,000	3,200,000
RESERVE FUND	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall Street, E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.

LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

Interest Allowed
On current deposit accounts at the rate of 2 % per annum on the monthly minimum balances; 2½ %, subject to 15 days' notice of withdrawal; and 3 %, subject to one month's notice.
On Fixed Deposits
For 3 months 3 % per annum.
" 6 " 4 % " "
" 12 " 5 % " "
A. PHILIPPE,
Acting Manager.

Offices in Hongkong: Bank Buildings, Queen's Road.
376 Hongkong, 2nd June, 1873.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CAL'A ST., SAN FRANCISCO, CALIFORNIA.
London Office.....3, *Angel Court.*
New York Agents, J. & W. SELIGMAN & Co., 21, *Broad Street.*
AUTHORIZED CAPITAL STOCK.....$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.
R. G. SNEATH, } *Managers.*
ly 1887] IGN. STEINHART, }

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.
Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.
Ad. André, Esq. | Wm. Lemann, Esq.
E. R. Bellilos, Esq. | Thos. Eyke, Esq.
J. F. Cordes, Esq. | S. D. Sassoon, Esq.
A. F. Heard, Esq.
Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 16th February, 1874.

TO LET,
From 1st April next.
THE HOUSE No. 7, Arbuthnot Road, (Woodville Terrace); at present occupied by O. FRIEDRICH, Esq.
Furniture can be had at valuation.
Apply to
MACEWEN, FRICKEL & Co.
tf 238 Hongkong, 12th February, 1874.

TO LET.
(With possession on the 1st March.)
NO. 103, QUEEN'S ROAD, OFFICE and DWELLING HOUSE, with GODOWNS attached; at present in the occupation of Messrs. SANDERS & Co. Apply to
DOUGLAS LAPRAIK & Co.
tf 232 Hongkong, 11th February, 1874.

TO LET.
A GRANITE GODOWN, fronting on the Praya, at Wanchi. Apply to
S. E. BURROWS & SONS.
tf 115 Hongkong, 19th January, 1874.

TO LET.
THE HOUSE No. 1 at Mosque Terrace. The GODOWN No. 1 at Rice Mills, West Point. Apply to
G. VON OVERBECK,
8, Pedder's Hill.
tf 116 Hongkong, 19th January, 1874.

TO LET,
With Possession on 1st October.
NO. 14, Shelley Street, containing Eight ROOMS. Rent, $40 per month.
Apply to
RAWLING, MEDLEN & Co.,
Architects, &c.
tf 1439 Hongkong, 2nd September, 1873.

TO LET.
THE "FOREST LODGE," situated in Caine Road.
THE HOUSE formerly occupied by Hon. Justice PAUNCEFOTE.
Apply to
DAVID SASSOON, SONS & Co.
tf 67 Hongkong, 10th January, 1874.

TO LET,
With Possession on the 1st of March.
THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. LAMMERT, ATKINSON & Co. Apply to
ROBT. S. WALKER & Co.
tf 41 Hongkong, 6th January, 1874.

TO LET.
BELMONT LODGE, at present in the occupation of W. V. DRUMMOND, Esq.
Possession from 1st February next.
Apply to
G. FALCONER.
tf 26 Hongkong, 2nd January, 1874.

TO LET.
NO. 10, UPPER MOSQUE TERRACE, a CORNER HOUSE, with good view: Four Rooms, Bath and Dressing Rooms, Out-Houses, &c. Water and Gas laid on.
Also, No. 8, in the same Terrace.
Apply to
T. G. LINSTEAD.
tf 1627 Hongkong, 8th December, 1873.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.
THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

QUEEN INSURANCE COMPANY.
FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premium, will be returned on Insurances against fire, effected with this Office.
EDWARD NORTON & Co.,
Agents.
tf 1174 25th June, 1872.

Notices of Firms.

NOTICE.
THE interest and responsibility of Mr. F. SÖRENSEN, in our firm, has this day ceased.
WM. G. HALE & Co.
1m 266 Saigon, 9th February, 1874.

THE Co-partnership hitherto existing between THOMAS HOWARD, DAVID PETRIE, and HENRY WILLIAM DAVIS, under the style of "THOS. HOWARD & Co.," has been this day DISSOLVED by mutual consent. The said THOMAS HOWARD will liquidate the Firm.
THOS. HOWARD & Co.
1m 241 Hongkong, 11th February, 1874.

NOTICE.
I HAVE Established myself at this port as Merchant and Commission Agent.
J. LEMBKE.
1m 164 Hongkong, December, 1873.

NOTICE.
THE interest and responsibility of Mr. ADOLPH JOOST, in our firm, ceased on the 31st December, 1873.
Mr. PAUL GERHARD HÜBBE and Mr. ALBERT GÜLTZOW have been admitted partners in our firm at Hongkong and in China on the 1st January A.C.
Mr. GUSTAV PETERS is authorised to sign the firm.
SIEMSSEN & Co.
64d 158 Hongkong, 28th January, 1874.

THE interest and responsibility of Mr. POH CHIN SOO, in our firm, ceased on the 28th January, 1873.
YUEN FAT HONG.
1m 156 Hongkong, 26th January, 1874.

NOTICE.
MR. WM. REINERS has this day been admitted a partner in our firm.
MELCHERS & Co.
3m 3 Hongkong, 1st January, 1874.

THE business hitherto conducted at this port under the name of OSCAR STAMMANN, will from this date be carried on by Mr. EDUARD MEYER, under the style and firm of
E. MEYER & Co.
Mr. O. GRABE is duly authorized to sign the firm per procuration.
EDUARD MEYER.
tf 23 Tientsin, 1st January, 1874.

NOTICE.
THE Co-partnership heretofore existing in Hongkong and China between W. J. BLYDENBURGH, GEORGE HERLBUT, S. E. HUNTINGTON, and J. C. HEITMANN, under the name and Firm of SMITH, ARCHER & Co., is this day DISSOLVED by mutual consent.
Either partner will sign the name of the Firm in Liquidation.
SMITH, ARCHER & Co.
3m 24 Hongkong, 1st January, 1874.

NOTICE.
MR. JAMES HART is authorised to sign our firm, in Hongkong and China, from this date.
TURNER & Co.
tf 2096 Shanghai, 15th December, 1873.

NOTICE.
FROM and after 1st January, 1874, the business of the undersigned will be incorporated, and carried on under the name and style of "NEWMAN & Co."
WALTER NEWMAN,
JOHN GITTINS.
tf 1704 Foochow, 11th October, 1873.

G. FALCONER & CO.
BEG to call attention to their Very Large and
ELEGANT SELECTION OF LADIES' AND GENTLEMEN'S JEWELLERY.
SILVER PLATE, consisting of Race CUPS, Centre and Dessert PIECES, Tea TRAYS, Tea and Dinner SETS, Claret JUGS, SALVERS, Coffee and Ice SPOONS, Sets of Dessert and Fish FORKS, &c., &c., &c.
Silver Mounted Dressing CASES and Travelling BAGS, JEWEL CASES.
A large and varied Stock of ELECTRO-PLATED GOODS.
Gold WATCHES of all kinds, keyless, adjusted to temperature and position, ¾ and ¼ quarter and minute repeaters.
Independent Centre Seconds Keyless Minute REPEATERS.
CLOCK WATCHES, all of the highest quality that the Art of Horology is capable of producing.
A large selection of New and Second-hand 2 and 8-day CHRONOMETERS, SEXTANTS QUADRANTS,
Ritchie's Patent LIQUID COMPASSES,
BINNACLES, Mast-head COMPASSES, Patent LOGS, ODOMETERS, Sounding MACHINES, Ditto for Deep Sea.
Board of Trade, Hall, and Aneroid BAROMETERS.
Patent Self-registering BAROMETERS, RAIN GAUGES, Self-registering THERMOMETERS, HYDROMETERS, HYGROMETERS, SALMOMETERS, Astronomical TELESCOPES,
BINOCULARS,
made especially for night use,
THEODOLITES, Dumpy LEVELS, Surveying STAVES, Measuring CHAINS, Proportional COMPASSES, WHOLES and HALVES, STEAM INDICATORS, Pocket SEXTANTS, PROTRACTORS, PRISMATIC COMPASS, ALTAZAMUTHS, CAMERA LUCIDAS, &c., &c., &c.
Hall, Quarter, and Chime CLOCKS, Marble and Gilt CLOCKS, Travelling, Mignonette, and Boudoir CLOCKS.
MUSICAL BOXES OF ALL SIZES,
European and Chinese Airs,
CHARTS and WORKS on NAVIGATION.
3m 1979 Hongkong, 5th December, 1873.

FOR SALE OR HIRE.
AN AMERICAN CARROOM BILLIARD TABLE,
With Fittings, complete.
Apply to
J. R. WHITE, *Stag Hotel.*
tf 174 Hongkong, 30th January, 1874.

JAVA SEA AND FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire at current rates, subject to a bonus of 20 per cent.
ARNHOLD, KARBERG & Co.
tf 1801 Hongkong, 31st October, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.
CAPITAL AND SURPLUS 800,000 TAELS.
POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rate* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1099 Hongkong, 9th July, 1872.

Auctions.

PUBLIC AUCTION.
ELEGANT AND SUBSTANTIAL ENGLISH-MADE HOUSEHOLD FURNITURE, GLASS WARE, PLATED WARE, ENGRAVINGS, &c., &c.
THE Undersigned has received instructions from A. COXON, Esq., to sell by Public Auction, at his residence, Robinson Road, on
MONDAY,
the 23rd day of February, 1874, at Noon precisely,—
The whole of his ELEGANT and SUBSTANTIAL HOUSEHOLD FURNITURE, comprising Drawing Room, Dining Room, and Bedroom SUITES, COUCHES, Ottoman, Easy, and other CHAIRS, TABLES, WHATNOTS, Canton Carved Blackwood CHAIRS, CURTAINS, CARPETS, Hearth RUGS, Pier GLASSES, Inlaid Pearwood SIDEBOARD, Oak WAGONS, ENGRAVINGS, WATER COLOURS, PLATE, CHINA WARE, GLASS WARE, Brass BEDSTEADS, Spring and Horse Hair MATTRESSES, BOOK CASE, WARDROBES, CHEST of DRAWERS, &c., &c., &c.
1 Iron SAFE.
PONY and TRAP.
SADDLERY and HARNESS.
A large collection of PLANTS and FERNS.
And,
Sundry WINES, STORES, &c., &c.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
127 Hongkong, 21st January, 1874.

PUBLIC AUCTION.
LANE, CRAWFORD & Co. beg to announce that they have received instructions to offer for Sale at Auction, on or about 26th of February, 1874, (if not previously disposed of,)—
Forty-eight Sixty-fourths (48/64) of the American Screw Steamer
"*SHAFTESBURY,*"
well known in this port, and now running between Shanghai and Southern Ports.
The "*SHAFTESBURY*" was built by OSWALD, of Sunderland, England, in 1862. Classed 9 *A* 1.
Length.....200 feet.
Breadth.....28 " 5 in.
Depth of hold.....17 "
Tonnage.....524 Nett.
5 Water-tight Bulkheads.
Her Engines are a pair of Direct Acting Inverted Cylinder Engines, built by Messrs. RICHARDSON & SONS, Hartlepool Iron Works, England, in 1862.
Diameter of Cylinders.....41¼.
Length of Stroke.....24.
Nominal Horse-power.....120.
Her Boilers, two in number, are on the Horizontal Tubular principal, having double-stop valves and connections for the working of both or either of the two. The Machinery has been recently thoroughly overhauled; there has also been put on a new spar-deck, the cabins taken from main deck, and placed on spar-deck; thus giving her an additional capacity of about Five hundred and fifty tons. Carries 13,500 piculs dead weight, or 12,000 piculs with room for a large quantity of Cotton or other light freight, or Chinese Passengers; and is particularly well adapted for the Coast trade. Speed, 8 Knots, on 12 tons Coal.
For any further particulars, apply to
LANE, CRAWFORD & Co.,
Auctioneers.
46 Shanghai, 31st December, 1873.

PUBLIC AUCTION.
SUBSTANTIAL HOUSEHOLD FURNITURE, GLASS WARE, PLATED WARE, ENGRAVINGS, &c., &c.
THE Undersigned has received instructions to sell by Public Auction, at the residence of D. H. BAILEY, Esq., U. S. Consul, on
TUESDAY,
the 3rd day of March, 1874, at noon precisely,—
The whole of the Substantial HOUSEHOLD FURNITURE, comprising Drawing Room, Dining Room, and Bedroom SUITES, Damask Covered COUCHES, CHAIRS and EASY CHAIRS, TABLES, WHATNOTS, Window CURTAINS, CARPETS, Hearth RUGS, Pier GLASS, ENGRAVINGS, SIDEBOARD, Book CASE, CHEST of DRAWERS, DAVENPORT, Marble-top Chess TABLE, Teakwood and Iron BEDSTEADS, GASALIER, Gas BRACKETS, CLOCKS, FENDER and Fire IRONS, Work TABLE, LAMPS, Cheval GLASS, Toilet TABLE and GLASS, WASH-STANDS, PLATED WARE, GLASS WARE, CROCKERY WARE, &c., &c.
Catalogues will be issued, and the whole will be on view on and after *Monday*, the 2nd prox.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
271 Hongkong, 19th February, 1874.

PUBLIC AUCTION.
IN THE SUPREME COURT OF HONGKONG.
The Hon. WILLIAM HASTINGS ALEXANDER, *Official Assignee of the Estate and Effects of* HO-YUK-CHUN,...*Plaintiff,*
v.
NG-CHAP-TING,.....*Defendant.*
THE Government Auctioneer has been instructed by the Sheriff to offer for Sale by Public Auction, (unless previously disposed of by Private Contract,) on
TUESDAY,
the 10th day of March, 1874, at noon, upon the Premises,—
All that undivided one-fourth share belonging to the above-named Defendant NG-CHAP-TING, in the following desirable PROPERTIES, namely:—
The whole of INLAND LOT No. 1, situate at the junction of Lyndhurst Terrace with Cochrane Street, and consisting of ten HOUSES, fronting Lyndhurst Terrace and Cochrane Street.
And, the remaining portion of INLAND LOT No. 129, situate between Wellington Street and Lyndhurst Terrace, and consisting of 19 HOUSES, fronting Lyndhurst Terrace and Wellington Street.
TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the transfer Deed, which is to be made out by the Purchaser at his own expense.
The Property to be at the Purchaser's risk at the fall of the hammer.
For particulars and conditions, apply to
J. M. ARMSTRONG,
Government Auctioneer.
272 Hongkong, 19th February, 1874.

HORSE AND CARRIAGE FOR SALE.
LANE, CRAWFORD & Co. have received instructions to offer for Sale,—
A PHÆTON, Chestnut HORSE, and HARNESS, complete.
For further particulars, apply to
LANE, CRAWFORD & Co.
7d 246 Hongkong, 13th February, 1874.

CHINESE INSURANCE COMPANY, (LIMITED).
NOTICE.
POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

Intimations.

THE HONGKONG PHOTOGRAPHIC COMPANY
beg to inform the Public that
THE HONGKONG PHOTOGRAPHIC ROOMS
ARE NOW
OPEN EVERY DAY,
From 10 A.M. to 4 P.M. under the able management of
MR. HENRY EVERITT,
PHOTOGRAPHIC ARTIST,
of Honorable Mention at the Dublin Exhibition.
The attention is called to an
"INSTANTANEOUS APPARATUS,"
For Children and Domestic Pets.
Enlargements made from all kinds of Photographs, and finished in Oil or Water-colours.
CRICKET, BOATING, AND RACING CLUBS,
Photographed by Special Arrangements.
Cabinet Pictures, Medallion Portraits, Cameo Vignettes, Album Portraits, &c., taken with particular care, and executed with the greatest taste.
Specimens for Public Inspection.
258 Hongkong, 16th February, 1874.

MR. J. C. H. IBURG,
FORMERLY Organist of St. Andrew's Cathedral, and Director of Music in the German Club "Teutonia," at Singapore.
LESSONS given in SINGING, PIANO-FORTE, ORGAN, VIOLIN, and on any other Instruments.
Piano-forte Tuning done on moderate terms.
For Engagements, &c., please address, care of Messrs. LANE, CRAWFORD & Co.; or Messrs. KEUSS & Co.
189 Hongkong, 2nd February, 1874.

FOR SALE.
ALL that VALUABLE ESTATE and HOUSEHOLD PROPERTY, known as "FLETCHER'S and OLYPHANT'S BUILDINGS," situated on Queen's Road East, between the Commissariat Offices and the Military Hospital, on Marine Lots Nos. 20 and 21, and now occupied in part by Mr. A. E. MEYER.
The Buildings consist of Three Large Dwelling Houses, with strong Godowns, Treasuries, and Offices facing the Queen's Road, on the ground floor, and Commodious Stables and Out-houses attached; Four Godowns in the same compounds, subdivided, and capable of containing 800 or 900 tons coal in each; and Two Godowns, known as "The Boat House," capable of containing 2,000 tons coal.
The area of the Estate is 68,874 square-feet, and a large portion of Additional Land on the sea-side, can be easily reclaimed for building purposes.
Annual Crown Rental of the whole Property, $2,828.27.
The Estate can be sold in one or two lots, to suit purchasers.
For Further Particulars, Measurement, &c., apply to
THE BORNEO COMPANY, LIMITED.
tf 194 Hongkong, 3rd February, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.
NOTICE.
THIS Association has declared a DIVIDEND to Policy Holders for the fiscal year ending September 30th, 1873, of 22 per cent. on the net premia contributed, which is payable at our Office, on or after this date.
Policy Holders are requested to send in particulars of their contributions.
RUSSELL & Co.,
Agents.
1m 198 Hongkong, 4th February, 1874.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.
THE DIVIDEND of Dollars Two Hundred ($200) per share, declared at the Eighth Ordinary Meeting of Shareholders held this day, will be payable on or after TUESDAY, the 10th instant.
Dividend Warrants can be had at the Office of the Company, No. 48, Queen's Road, on application.
By order,
AUGUSTINE HEARD & Co.,
General Agents.
1m 217 Hongkong, 6th February, 1874.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS
THE DIVIDEND at the rate of 16 per cent. per annum, or $6 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after WEDNESDAY next, the 21st instant. Shareholders are requested to apply at the office of the Company for Warrants.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
114 Hongkong, 17th January, 1874.

THE INDO-CHINESE SUGAR COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
SHAREHOLDERS are hereby notified, that in accordance with the 36th Clause of the Articles of Association of the Company, the 8th Call of Twelve Dollars and Fifty Cents per share is payable on the 31st December current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.
Interest at the rate of Twelve per cent. per annum will be charged on all Calls paid *after that day.*
By order,
A. NOEL BLAKEMAN,
Secretary.
tf 2099 Hongkong, 10th December, 1873.

CHINA AND JAPAN MARINE INSURANCE COMPANY.
NOTICE.
AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓%) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.
On risks to all other ports, the brokerage will be ten per cent. (10%) only.
WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

IMPERIAL FIRE INSURANCE COMPANY.
FROM this date until further notice, a *Return* of Twenty per cent. (20%) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 1159 Hongkong, 24th June, 1872.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST A.D. 1720.
THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20% allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

Intimations.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.
NOTICE TO SHAREHOLDERS.
THE Fourth Ordinary MEETING of Shareholders in this Company, will be held at the Office of the Company, Queen's Road, at 11 A.M. on FRIDAY, the 20[illegible] February, for the purpose of receiving a S[illegible]nent of Accounts, and Report of the Boa[illegible] of Directors, for the year ended 31st Decemb[illegible] 1873.
The Transfer Books of the Company will be CLOSED from the 4th to the 20th February next, both days inclusive.
AUGUSTINE HEARD & Co.,
Secretaries.
29d 179 Hongkong, 30th January, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE Fifth Ordinary MEETING of Shareholders in the Company will be held at the Company's Office, 48, Queen's Road, Victoria, at 3 o'clock in the afternoon, of MONDAY, the 23rd February next, for the purpose of receiving a Statement of Accounts and the report of the Directors for the year ending 31st December, 1873.
The Transfer Books of the Company will be CLOSED from the 10th to the 23rd February, both days inclusive.
By order,
JAS. B. COUGHTRIE,
Secretary.
31d 140 Hongkong, 24th January, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
AN Extraordinary MEETING of Shareholders in the Company will be held at the Company's Office, 48, Queen's Road, Victoria, at half-past three for four o'clock in the afternoon of MONDAY, the 23rd February next, for the purpose of authorizing certain alterations to Paragraph No. 1, Clause No. 104, of the Company's Articles of Association.
By order,
JAS. B. COUGHTRIE,
Secretary.
31d 141 Hongkong, 24th January, 1874.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE Ordinary Yearly MEETING of the Shareholders will be held at the Office of the Company, Club Chambers, at 2 P.M. on THURSDAY, the 26th February, for the purpose of receiving a Statement of Accounts to 31st Dec., 1873, the Report of the Directors, and the election of Directors and Auditors.
By Order of the Board.
ROBERT DUNCAN,
Secretary.
22d 209 Hongkong, 4th February, 1874.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE.
THE Transfer Books of the above Company will be CLOSED from the 12th to the 26th inst., both days included.
By order,
ROBERT DUNCAN,
Secretary.
23d 201 Hongkong, 3rd February, 1874.

IN THE SUPREME COURT OF HONGKONG.
FOREIGN ATTACHMENT.
SUIT No. 8.
Plaintiffs THE INDO-CHINESE SUGAR COMPANY, LIMITED.
Defendant JOHN ELLIS FEELAND.
NOTICE is hereby given, that a Writ of Foreign Attachment against all the Property, moveable or immoveable, of the above-named Defendant, within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII. of "The Hongkong Code of Civil Procedure."
MATTHEW J. D. STEPHENS,
Plaintiffs' Attorney,
2, *Club Chambers, D'Aguilar Street.*
257 Hongkong, 16th February, 1874.

INDO-CHINESE SUGAR COMPANY, LIMITED.
NOTICE.
THE following Shares in this Company have this day been forfeited under Article IX. of the Articles of Association, viz.:—
4397/4402=12; 8649/8688=40; 6469/6518=50; 6769/6816=48; 5499/5548=60; 8361/8364=4; 8689/8708=20; 7052/7076=25; 11213/11262=50; 11597/11608=12; 7037/7051=15; 5750/5759=10; 4201/4300=100; 4609/4808=200; 5109/5721=16; 6093/6100=8; 11393/11412=20; 10849/10860=12; 7859/7876=18; 8021/8026=6; 11941/11948=8; 11341/11345=5; 10899/10912=14; 5324/5334=11; 6231/6300=20; 6061/6084=24; 7121/7132=12; 8785/8796=12; 11173/11202=30; 10203/10212=10; 8919/8928=10; 6961/7012=52; 7192/7232=40; 7789/7848=60; 7961/7980=20; 8081/8280=200; 7153/7162=60; 8525/8624=100; 7077/7080=4; 8829/8852=24; 7081/7088=8; 11949/12000=52; 7433/7480=48; 8777/8780=4; 5690/5708=19; 9393/9416=24; 10529/10548=20; 5925/5949=25; 6861/6870=10; 11361/11380=20; 7701/7740=40; 5049/5053=10; 6901/6925=25; 11629/11644=16; 8709/8728=20; 8321/8360=40; 4357/4376=20; 6841/6860=20; 11413/11420=8; 11877/11900=24; 4809/5108=300.
By resolution of the Board of Directors,
A. NOEL BLAKEMAN,
Secretary.
224 Hongkong, February 7th, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.
INCORPORATED A.D. 1868.
Court of Administration.
JOH. BERENBERG GOSSLER & Co. | EMILE NÖLTING & Co.
F. LAEISZ. | WACHSMUTH & KRÖGMANN.
CARL WOERMANN.
Managing Director.—C. PERGER.
Agents at Hongkong.—MELCHERS & Co.
THE Company, disposing of a Capital of 20,000,000 Reichsmark, according to arrangements with and guaranteed by important German Re-Insurance Companies, is prepared to accept Risks to the extent of $65,000, and Policies will be granted by the Undersigned at the current local rates, subject to a discount of 20%.
MELCHERS & Co.
tf 90 Hongkong, 14th January, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

THE QUEEN INSURANCE COMPANY.
CAPITAL.—TWO MILLION STERLING.
THE Undersigned having been appointed Agent for the

"THE CHRONICLE & DIRECTORY"

FOR 1874.

NOW READY.

THIS Work, now in the TWELFTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1874" has been further augmented by a

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PLAN OF THE CITY OF CANTON,

THE

FOREIGN SETTLEMENTS OF SHANGHAI,

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(*Designed expressly for this Work*)

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Chefoo and Newchwang. " HALL & HOLTZ and KELLY & Co., Shanghai.
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Yokohama.....Messrs. LANE, CRAWFORD & Co.
" .....Mr. C. D. MOSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & Co.
Singapore.....*Straits Times* Office.
London.....Mr. F. ALGAR, Clement's Lane.
" ..... " GEO. STREET, 30 Cornhill.
" .....Messrs. BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTINGILL & Co 37, Park Row.

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1873. Price $10.

Apply at the *Daily Press* Office.

Hongkong, 21st January, 1874.

BIRTHS.

On the 4th January, at Lower Sydenham, the wife of H. N. Lay, C.E., of a daughter.

On the 5th January, at 37, Lee-park, Blackheath, the wife of John Stewart Mackintosh, of a daughter.

MARRIAGE.

On the 1st Jan., at Gazeley, Newmarket, by the Rev. G. Mingaye, grandfather of the bride, assisted by the Rev. F. Tearle, vicar, Zachary Brooke Drage, of Shanghai, fifth son of the Rev. Charles Drage, Westerfield, Ipswich, to Ellen Valentia, second daughter of George King, Gazeley.

The Daily Press.

HONGKONG, FEBRUARY 19TH, 1874.

It will be in the recollection of a few of the older residents in China, that when in the year 1867, Sir HARRY PARKES, then H. M. Consul at Shanghai, was appointed Minister to Japan, a hope was expressed at a Public Dinner given in his honour, that the time would come when he would return to China in the highest position in the Diplomatic Service. Seven years have elapsed since that time; and the attempt to induce the Chinese to enter upon a career of progress has been made successively by Sir RUTHERFORD ALCOCK and by Mr. WADE. The result of those attempts have been only hope deferred. Sir RUTHERFORD ALCOCK simply failed. His endeavours to come to some reasonable understanding with a view to the revision of the Tientsin Treaty were completely abortive, and he was overreached by the astute Chinese officials on every point. Mr. WADE, it is only fair to acknowledge, succeeded in some few points in inducing the Chinese to recognise concessions in the Treaty, which they had long steadily ignored, such for example as the protection afforded to foreign goods under the transit dues clauses irrespective of their being owned by natives. But these recognitions of right have not been productive of any great practical results, as it has been found that the officials in the provinces have gone counter to the dictums of the authorities at Peking. Their real value is undoubtedly as a stepping stone towards obtaining future concessions, and unless they be used in this way, they will amount to very little. Unfortunately the patience of the mercantile communities has been quite exhausted in looking for any movement towards progress on the part of the Chinese; and while we are willing to accord to Mr. WADE every credit for what he has accomplished, which was certainly some advance upon the utter stagnation of Sir RUTHERFORD ALCOCK, we cannot ignore the fact that practically nothing has been done to improve the position of foreign trade in China, since the time when Sir RUTHERFORD ALCOCK was made Minister to Peking.

We may, therefore, naturally revert to the suggestion long ago made as to the best chances of progress in this country, and ask whether it would not be advisable on the retirement of Mr. WADE, which will not be very far distant, that a Minister so thoroughly conversant with the Chinese, as Sir HARRY PARKES, should be appointed to the post for which he is undoubtedly best qualified. Two reasons have been urged against this appointment, but neither of them is of very great force. The first is that the Chinese might object to Sir HARRY PARKES, in consequence of his having been connected with the action taken during the last war; and the second is that Sir HARRY PARKES is too useful where he is. With respect to the first reason, we believe we are right in stating that no such objection has been raised by the Chinese, and that up to the present time is merely a possible contingency, and one which is little likely to be pressed by the Chinese, if a stand be made against their doing so. The answer that these events are now so long passed, as not to be likely to have any influence at the present day, would be sufficient to put an end to any objection which might be raised on this score. As respects the second objection, namely, that Sir HARRY PARKES is so useful at his present post that it would be a pity to remove him from it, it need only be suggested that the most difficult period of our relations with that country has now been got over, and Sir HARRY PARKES has been there a sufficient time to place those relations upon such a footing that the course of action of any one succeeding him is rendered comparatively easy. He has led the way, and it is not difficult for others to follow. What we want in China is precisely a Minister of sufficient force of character to make a beginning in the course of progress—and there can be no question that Sir HARRY PARKES would be the best person we could have for that purpose. That he has the power of commanding the confidence of the native officials is well shown by what he has accomplished in Japan. With far less opportunity relatively of establishing the influence of Great Britain than he would have in China, he has succeeded in doing so to the highest degree, and has evidently won the personal respect of the Japanese officials. With his intimate acquaintance with the Chinese character, his knowledge of the language, and his long experience in this country, there can be no doubt that he would succeed equally well here, and that we should have some chance of seeing the Chinese officials weaned to a course of progress, as those in Japan have already been. The question of inducing the Chinese to advance must depend very greatly upon the personal knowledge and qualifications of the Minister, and nobody could be found more likely to exert a salutary influence upon them than Sir HARRY PARKES. It may be hoped, therefore, that the day may not be very far distant when the course which the instinct of public opinion in Shanghai long ago foresaw as that which would tend most directly to the furtherance of foreign interests in China will be adopted.

As customary, during the Races we shall confine ourselves to giving an account of each day's proceedings, and any news of importance which may arise.

The English mail, which arrived yesterday, has been brought in in very good time, namely, 39 days. The French mail which arrived on the 15th, took 43 days.

An alarm of fire was given on the evening of the 17th, the chimney of a house in Lyndhurst Terrace at 6.45 being discovered in flames. A few buckets of water on the spot however soon extinguished it.

The bodies in the unfortunate steamer *Wan Loong* were being rapidly taken out of the vessel yesterday. The total number recovered is, including the three picked out of the harbour, nineteen.

Inspector Gair deserves much credit for the knowledge of Chinese character which he displayed in bringing about the arrest of the bar boy of the Liverpool Arms, who bolted off with $300 worth of jewellery and cash on Sunday morning last, and was suspected of setting fire to the bar. He appears to have offered the father of the boy a reward of $10 in the event of his finding him and giving him into custody. The father loving money better than his son was tempted to betray him, and went in search, when he found him in the old haunt "Yow-mah-tee" in the act of getting into a ferry boat, and at once gave him into custody.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 14th February, 1874.

THE ELECTIONS.

353 Conservatives, and 299 Liberals have been elected, of which 200 are new members, and 44 Home rulers. The Conservative reaction is universal, especially in Scotland, Lancashire, Middlesex, and Sussex. The Lord advocate is defeated. The Cabinet to-day at Windsor decided upon resignation.

Hongkong, 18th February, 1874.

POLICE INTELLIGENCE.

18th February.

BEFORE C. MAY, ESQ.

Three seamen and a carpenter named respectively Hans Christensen, Harry Schrapper, Sorene Christensen, and Carl Warsenky, belonging to the German Barque *Norma*, were charged with cutting and wounding the chief officer Rudolph Kramer on board at midnight of the 17th instant with intent to kill him. The mate being in hospital and unable to attend, the case was remanded to Monday.

A SCHOOL-MASTER.

E. Bowen, who described himself as a schoolmaster, charged a seaman named George Furlong, with snatching a necktie and pin from his neck. He had been into the Sailors' Home and had a drink, and defendant had ordered some other drinks without leave, and told plaintiff to pay. The snatching had taken place subsequently, outside the defendant's "residence," the Royal Oak Tavern. The case was remanded for further enquiry.

HONGKONG RACES, 1874.

PROGRAMME FOR THIS DAY.

1.—THE WONG-NEI-CHONG STAKES, for China, Manila and Japan Ponies. Weight for inches. Entrance $5 each, with $75 from the Fund. Half a mile.

2.—THE ASHLEY CUP, presented by Mr. Sassoon, value $150, for China, Manila and Japan Ponies. Entrance $5. Weight for inches. One mile.

3.—THE HONGKONG DERBY,—Sweepstakes of $20 each, half forfeit if declared on or before day of closing Entries, with $100 added for 1st Pony, and $50 for 2nd. For all China Ponies *bonâ fide* Griffins at date of Entry. Fi st Pony, 70 per cent; Second, 20 per cent; Third, 10 per cent. Weight 10st. 7lbs. One-mile and-a-half.

4.—THE ROADSTER'S PLATE, value $150, for all Horses. Catch Weights. Entrance $10. Three Horses to start or no Race. Weights to be declared. One-mile-and-a-half.

5.—THE GARRISON CUP, value $300, for China, Manila and Japan Ponies. Weight for inches. Four Ponies from opposing Stables to start or no Race. Winner of the Ashley Cup, 7lbs. extra. Entrance $10. Once round.

6.—THE CLUB CUP, value $150, for China, Manila and Japan Ponies, that have never won a Race, (Canton Winners excepted) previous to this Meeting. Weight for inches. Entrance $5. Three-quarters-of-a-mile.

7.—THE COAST CUP,—presented by the Amoy and Foochow Communities,—value $250, for China, Manila and Japan Ponies. Weight for inches. Entrance $5. Two miles.

When the curious or impertinent would pick the lock of the heart, put the key of reserve in the inside.

A Pittsburg coroner makes no charge where he sits on a young man who parted his hair in the middle. He says that his personal satisfaction is enough without the fee.

LOSS OF THE "WAN LOONG."

ADJOURNED INQUEST.

The adjourned inquest on the three bodies first recovered from the above vessel was held before Mr. Tonnochy, at the Police Court on Tuesday afternoon.

Ara-a-wing said: I am a house coolie in Messrs. Dautjen and Co's employ. I went to the Civil Hospital yesterday, and saw the dead body of a friend of mine named Won-mun-fong, who was a schoolmaster. I last saw him alive on the 22nd or 23rd of last Chinese month. He came to where I was employed, and said he wanted to go to Singapore, but that he would go home first. He said he was going by the new small steamer, *Wan Long*. I heard of the accident, and that one of the bodies was dressed in mourning clothes, so I thought it might be that of my friend. Deceased was 23 years of age, and married. I don't know of any person who saw him on board.

P.C. John Keeler said: On Saturday the 14th inst., I went on duty in a police boat at the place where the steamer *Wan Loong* sank, with orders to pick up any bodies or clothing that might come from her. I had seen her go down. About half-past twelve a fish boat, which had been dragging near the spot, brought up the body of a Chinaman, about 24 years of age. It was taken to the police shop, and on searching it, I found 75 cents, 3 cash, an opium box, a silver pencil case, and some pawn tickets. I then received instructions to take the body to the Civil Hospital, and I did so, and saw it placed next the door in the dead house. It was twenty yards between where the steamer was lying and the wharf that the body was picked up. They had not begun to raise the steamer at that time.

Mr. John Inglis said: I am an engineer, and chief partner in the firm of Inglis and Co., engineers, ironfounders, shipwrights, &c. I have had experience in shipbuilding, having been formerly manager of the Union Dock here. I have persons in my employ who understand shipbuilding thoroughly. Mr. Chart has superintended the shipbuilding department, and Mr. Scott superintends the machinery. Our firm built the steamer *Wan Loong* to order. The instructions were verbal, and were given by Mr. McBain. I knew she was intended for passenger traffic. I got the order about September or October last year. The dimensions of the hull were given, and I was told that she must have two light deck houses put on. On receiving the order, I submitted certain lines. I did not see any other person in the matter except Mr. McBain, and I was working for him. I understood that she was intended for inland waters. She was launched about the new year. She was to be a screw steamer. I built her in accordance with the model that had been approved of by Mr. McBain. I have not got the drawings of her with me. The launch was a successful one. She floated very well, and looked quite seaworthy. She was complete except her machinery. After she was launched, we put in two tons of stone ballast, before towing her to Wanchi. After she was launched, I was not told anything about passengers. At the time the order was given, it was stated that she was to carry 1,100 or 1,200 piculs of cargo, and with that she might have carried 40 or 50 passengers, inland. Without any cargo except below the main deck, I think she would have carried 150. There would have been room only for 110 inside both houses. She might have carried 150 with safety if she had been properly ballasted—I should say about 15 tons. A few of the 150 passengers—perhaps about 20 or 30—might have gone on to the upper deck with safety. I do not include the awning deck when I state that she might have carried 150. If the main deck was fully occupied, I considered it would not be safe to carry passengers there. There were light fittings for the purpose of spreading an awning over the upper deck. I requested Captain Cairns to survey her, and the document produced contains her correct measurement, and I recognise it as a complete survey of the steamer. She was surveyed after she had her engines in and before the trial trip was made. The survey was handed to me. Captain Cairns and I talked over the number of passengers she could carry, and he said, according to sea going measurement, she could carry from 80 to 90, but afterwards said he had worked out the calculations and she would take 92, and that there were no regulations for inland waters. When the vessel was launched she was named *Wan Loong* in accordance with instructions from Mr. McBain, and the name was put on her two bows and stern. While completing the vessel, Mr. McBain told me that Captain Heriot had been appointed to take the command of her. I had known Captain Heriot when he was in connection with the Yow-ma-tee ferry boats. He came down almost every day to see the *Wan Long*, and went on board her after Mr. McBain had told me he had been appointed. I had seen him on board, and he drew my attention to several small details which he wanted me to attend to. He did not express any opinion about the general look of the steamer either favourable or otherwise. About the 30th ult., the engines were tried, and they were found satisfactory, with the exception of a few small alterations. About the 6th of February, Mr. Scott and Mr. Chart took her a short way. I saw her passing Kellet's Island, and she appeared to go very well. She had about two tons of ballast then, which I had put in at the time she was launched. I took her on a trial trip on the 10th through the Ly-ee-moon pass, and had on board, 5 Europeans, 7 of a crew, and about 30 Chinese, perhaps 40 in all. Captain Heriot was amongst them, but Mr. McBain was not. I had put no more ballast in. We started from the wharf, with Captain Heriot in charge. There was little or no sea, and a light wind. We went up the Ly-ee-moon, and in turning, she went round sharp and was perfectly steady. There were no indications at all that she wanted more ballast. About seven or eight Chinese were on the upper deck sitting round talking. After an hour's run we turned back. My attention was chiefly directed to the engines. The vessel was not rolling at all. I had been asked to put light seats on the upper deck. Mr. Chart told me to do so. I thought the upper deck was just to be used for passengers going up occasionally. The awning was spread during that trip. Captain Heriot seemed well enough pleased with her, but did not say anything. He wanted a few small fittings put in, but that was all. She was handed over to Captain Heriot, and taken from our charge the following day, I think. I told him when we came in from the trial trip, that she would be ready to be handed over the next day. She was taken away the next morning but one after the trial trip. I said nothing to Captain Heriot about the number of passengers she could carry, nor did I see Mr. McBain about it. I did not see them after Captain Cairns told me she could carry 92. I asked Captain Cairns about the regulations for passengers, and he told me there were none for the river. I did not tell Captain Heriot anything about the ballast, and I could not have done so till I know what cargo she was going to carry. I did not see the vessel again afloat after she had left the Praya near our works. I did not hear anything about her going to take passengers to Canton, but have heard since that placards to that effect had been put up. The more cargo or passengers she carried above the water line the more she would require below. From her style of construction, with a high deck house, she required more care in ballasting. So far as I know there was no more than the two tons of ballast in. Captain Heriot was perfectly cognisant of her capabilities. I could tell by looking at the hold if any more ballast had been added. The ballast was loose stones, and might have shifted if she had given a great lurch. The depth of the hold was 7 feet 3 inches, and she drew about 7 feet on the trial trip. She could draw about 7 feet 6 inches. I did not see her when the accident took place. Nearly all the coal taken on board at the trial trip had been used up so that she had nothing but ballast in her. I have seen Captain Cairns' certificates of measurement and they are correct. Captain Heriot saw her constantly, and must have been cognisant of her capabilities.

By Captain Heriot: There were two tons of ballast in her because that was all that was ordered to be put in.

By Mr. Sharp: In the state she left my wharf I might have gone to Canton with her, after I have seen her.

By the jury: We built a large steamer before, but we have not built any one of this particular construction. She would have gone to Canton in about nine hours, and would have used about two tons of coals. I did not know that she was intended to go to Canton, and did not know if she had arranged for coaling there. Mr. Chart has had experience at home and in New York as a shipbuilder. Mr. McBain is the responsible party to me.

Chun-a-fook said: I am one of the shroffs employed on the Canton steamer *Kiukiang*. I was one of the passengers by the *Wan Loong* on Friday last. I was going to Canton. I got on board about half-past six. There were then a large number of passengers on board. I did not get any ticket, nor had I paid any money. I was in the stern near the ladder leading on to the upper deck. There were about 50 or 60 down below, and the vessel started about ten minutes after I got on board. A large number came on board after me, and when she left there were about 120 passengers on the main deck. I went on to the upper deck first, and there were then about 60 or 70 there. I did not count them. I have been employed on the *Kiukiang* for two years, and can guess numbers well. There were about 60 in the forepart below, and about the same number aft. Most of those I saw on the awning deck were sitting, and had their boxes and things with them. The passengers did not seem to have much luggage with them, less than usual. They seemed to belong principally to the poor and working class. There was no room down below for those above. I saw them going on to the awning deck for this reason. The main deck was filled up first. When the steamer started, I was standing near the ladder leading to the awning deck. She went off from the wharf herself. I saw a small steamer come alongside, but I did not see her towing the *Wan Loong*. I saw two foreigners when I went on board, but I do not know why the captain was. The launch came alongside before the steamer left. When she started, and had got about 50 feet she gave two rolls and the engines stopped. The passengers below were not moving about. The engines then started in about a minute, and the vessel when turning rolled again, and as she was going down, I held on by the flagstaff. I and another were taken up by a sampan, which I hailed. I was one of the last picked up. I and the other man were at once taken to the *Kiukiang*, and we went to Canton. I have heard that several others who were saved went also that morning. I gave the sampan people $1 or 50 cents. I did not know who was shroff of the *Wan Loong*, nor did I see any one collecting money. I am pretty certain about the numbers on board, and I am sure there were nearly 200, when she went down.

By a juror: I was told by the compradore of the *Kiukiang* to go on board the *Wan Loong*, and take notice of how many people went by her.

Captain Thomas Benning said: I am captain of the *Kiukiang*, and hold a master's certificate granted by the Hongkong Harbour-master in 1865. I saw the steamer *Wan Long* start from the wharf at about nine minutes to seven. I was on the Praya at the time. Her head was pointing eastward. She seemed to start off very quickly, and turned round in a very short space. I suppose the helm must have been hard a starboard, and she gave a lurch that way. She then gave another to port and capsized. I ran off at once to my wharf, got a boat, and pulled off to the scene of the accident. She rolled a little while at the wharf, from the motion of the passengers going on board. When she started, her awning was spread, and her upper deck seemed pretty well filled. I did not look particularly, but there seemed to be a large number on board. There was no sea on, but a slight breeze. When I saw her roll starboard, I thought it was merely the result of turning, but when she rolled over I at once came to the conclusion that she was too heavy, and that there were too many people on board, and that she had no bottom to stand on. By that I mean she was crank,—had too much weight above. When I got to the scene of the accident I assisted several of the passengers into sampans. There was one case where a man was trying to get into a sampan and those in it would not let him; he was much exhausted and I rescued him. I saw Capt. Heriot rescued. I saw a large number struggling in the water, when the vessel capsized, but there were not many when I got to the scene. I saw three of those rescued, on board the *Kiukiang*, which my compradore pointed out to me.

By the Jury: I gave orders to the compradore the previous evening to send a man to Canton in the *Wan Loong*, to take a general look round and count the passengers. Last witness was sent. He has borne a very good character.

By Mr. Sharp: I had said the previous evening that, from the look of the vessel, I did not think she would ever be able to get to Canton owing to the weather we had had between Lecutteen and the Bogue Forts, and I thought she would have to stop, and that I might have to take up her passengers on the way. I don't think she was a fit vessel to go to Canton with that number of passengers. I have had no conversation with Captain Heriot about her.

By Captain Heriot: She did not give much of a lurch at starting, not more than was to be expected. I saw a number of those on the awning deck jump or fall into the water when she lurched the last time.

William L. Scott said: I am an engineer, in the employ of Messrs. Inglis & Co. The steamer *Wan Loong* was built by the firm. I was on board during the trial trips, and had seen her launched. She was very steady, and sat very evenly in the water afterwards. I heard Mr. Inglis order the Chinese builder to put in two tons of ballast.

At this stage the enquiry was adjourned.

The inquest on the bodies of the Chinese drowned in the ill-fated steamer *Wan Loong* was again reopened yesterday, before the same jury as on the first three bodies. Twelve males, one woman, a male child, and a female child, had since been found, nine of whom were identified.

Yow-a-leun declared stated he was a tailor, living in No. 7, Peel-street, in this Colony. He had seen the fifteen bodies in the dead house, and identified the bodies numbered 1, Yow-a-leung, a cousin, and body numbered 11, named Yow-a-yeun, his elder brother. Both of the deceased were tailors, living in the same house with himself. The last time he saw them alive was on the night of the 12th instant, at 9.15 p.m., in the Tuk-how tailor shop. They were packing up boxes and bedding. They told him they were going up to Canton in the new steamer next morning. They told him to come, and assist them to take their things on board, but next morning he was too late, and he did not see them any more alive. He took the things left in the shop down to the wharf, and as he arrived the steamer had just let go the rope and started. Not seeing his relatives on the decks of the *Wan Long*, he ran to the *Kiukiang* to see if they were on board there, and as he was running the small steamer turned over. As he was passing Messrs. John Burd's wharf he saw her sinking. He went on board the *Kiukiang*, and searched three times and found they were not on board. He made enquiries as to where the dead bodies were being taken to out of the steamer *Wan Long*, and in consequence came to the Civil Hospital on the morning of the 18th, and recognised his two relatives. There was no mistake about it. He did not recognise any of the other bodies. The deceased Yow-a-yeun was aged 22 years, and Yow-a-yeung, aged 30. Both of them were married and belonged to Namboi. When he last saw them alive they were in good health.

To a juror: Said he did not notice whether the steamer was crowded or not.

To Inspector Horsfool: Said he reported at the police station that they were missing, and gave their names.

Cheong-to-hon, declared said he was a coolie employed at the Gas Works. He identified bodies numbered 2, 3, 4, 5, Husband, wife, and two children. The one numbered 2, was named Cheong-to-pung, aged 40, his brother, a marine store dealer, living near the Seyingpoon market on the Chung-foon-lane. The body No. 3, was named Chow-a-yow, aged 37, wife of body No. 2. The bodies No. 4 and 5 were children to the other two, the eldest No. 4 was a girl, named Cheong-a-moey, and aged four years. The other a boy, named Cheong-ying-ching, aged one year. The last time he saw them alive was on the 10th instant, when his brother, the deceased No. 2, came to the Gas Works with his son to say they were going to Canton in the new steamer lately built, and to start on the next morning, but the steamer did not start till the 13th. His brother, the deceased, asked him whether he had a letter to go home. He was going to Canton to have a feast in honour of his son, to have his name registered on the ancestral tablet. On the 6th instant he went to the house of his brother, and saw his wife and children, and on the same day loaned his brother $5 to go to Canton with. On the morning of the 13th instant a woman who lived in the same house with deceased came to him at 7 a.m., and said he had better go and see which steamer his brother and family had gone in, as the small one had met with an accident. They had started for Canton, and told her they were going in the small steamer. He at once went to the Canton steamer wharf, and went on the *Kiukiang*, and looked all over but could not see his relatives, the four deceased persons he now recognised. He came to the Civil Hospital on the 17th instant, and saw the bodies of his brother, and his brother's wife, and on the 18th saw the bodies of the two children. They were all in good health the last time he saw them alive. His brother said to him the passage was only 50 cents in the new steamer, so that they saved $2, to spend on the new year.

Further evidence was taken which, however, went only to the identification of other bodies taken out of the steamer. The total number recovered, exclusive of the three on which the first inquest was held, was 16, of which eleven were identified.

The proceedings were then adjourned *sine die*.

An inquest was held yesterday, at 2.30 p.m., at the Government Civil Hospital, before M. S. Tonnochy, Esq., Acting Coroner, on the body of a Chinese named Lo-sing-ngo, who fell from the Pacific mail steamer *Alaska* into a boat, broke his jaw, and was killed.

The names of the jury empannelled were Messrs. E. Taufer, J. J. da Silva e Souza, and A. E. Vaucher.

Tou-a-wan declared, said he came as a passenger from San Francisco in the American mail steamer with deceased. They were both gold diggers. The deceased was his nephew, 36 years of age. On arrival in this port the deceased handed over the luggage to him in a boat, and was in the act of looking through an open port to see if there was any means of getting down that way, when he overbalanced himself and fell; his head first striking the boat, and then he fell into the water. He picked the deceased up out of the water, and found he was bleeding from a wound on the left jaw. The fall was about eighteen feet. He did not see any person push the deceased at the time, and he had no reason to suspect that he was pushed, or that there was any foul play in the affair.

Dr. Wharry, stated that the deceased was brought to the Hospital at 11.30 on the 16th instant. The deceased was insensible, and suffering from a compound fracture of the lower jaw, and concussion of the brain. The deceased remained insensible till his death, at 3.30 a.m. The cause of death resulted from the injuries received as stated by last witness. In other respects the deceased was a healthy person. There was very little chance of recovery from such injuries.

After other evidence the jury returned a verdict of accidental death.

CRICKET.

HONGKONG C. C. v. THE GARRISON.

This return match was played on the last two Saturdays, the 7th and 14th, and resulted in a victory for the Club by 62 runs.

The Club went in first and six wickets fell for 53, nobody making any stand against Else and Newton, till Mr. Chater came in. By steady play he reached 17, when he was unfortunately run out, and Messrs. Prior and Deane got together, and hit up the score to 122 before they were parted.

Mr. Deane was caught for 30, and Mr. Prior carrier his bat out for one of his old rattling innings of 43. Total 158, of which 45 (!) were extras.

The Garrison scored briskly from the first, but failed to reach the total of their opponents by 36 runs; Messrs. Griffith, Cole, and Sherrard, and Privates Lynch, Else and Newton all got into double figures.

Six wickets of the Club again went down quickly for 69, out of which Mr. Handley made a good 31; Dr. Bolton then scored 35 in very free style, and Messrs. Foss and Hickling joined in with a steady 16 and 11, raising the total to 119, and giving the soldiers the task of 156 to get; which they failed to do by 62, in spite of the efforts of Messrs. Griffith and Cole, who again made a capital stand for 25 and 16 respectively. Mr. Skinner and Private Lynch put on 12 and 13.

The fielding on both sides was better than usual.

HONGKONG CRICKET CLUB.

Score.

First Innings.		*Second Innings.*	
A. P. Handley, b Else	5	c Sherrard, b Lynch	30
W. G. Greig, b Else	0	(G.H. Woollatt) not out	0
G. F. Johnson, l b w, b Newton	0	b Else	0
Dr. Bolton, c & b Newton	3	c Lync, b Else	35
H. Foss, b Newton	7	c Lync, b Else	16
C. P. Chater, run out	7	run out	7
F. S. Head, b Newton	3	b Else	6
W. M. Deane, c Fairbank, b Griffith	30	b Newton	0
S. L. Prior, not out	43	c Griffith, b Else	6
H. Hickling, b Else	4	l b w, b Newton	11
H. A. Watson, b Fairbank	1	run out	0
B 17, l b 15, w 13	45	B 2, l b 3, w 4	9
	158		119

GARRISON.

E. G. Skinner, C.D., b Johnson	0	b Johnson	12
Pte. Lynch, 80th, c Chater, b Watson	23	run out	13
C. B. Griffith, C.D., c Chater, b Prior	32	c Head, b Hickling	25
Pte. Newton, 80th, c & b Watson	11	b Bolton	2
C. C. Cole, 80th, c Chater, b Prior	22	b Hickling	16
Pte. Else, 80th, c Head, b Deane	14	c Substitute, b Hickling	2
H. B. Rich, R.E., run out	0	c Watson, b Johnson	5
Pte. Else, 80th, c & b Deane	0	b Hickling	1
J. O. Sherrard, 80th, c Watson, b Prior	10	st. Foss, b Johnson	1
Pte. Fairbank, 80th, st Chater, b Johnson	3	not out	3
Gunner Arbell, R.A., not out	0	b Prior	0
B 1, l b 2, w 4	7	B 1, l b 4, w 8	13
	122		93

On Chinese New Year's Day, the 17th, a match was played between Public Schoolmen and All Comers, when the latter won on the first innings by 58 runs, mainly through the best public school bowler, Mr. Prior, having injured himself in the previous match.

Mr. Handley scored 55, Dr. Bolton 39, Mr. Skinner 18 and Mr. Welsh (not out) 10, for all comers, and Mr. Foss scored 22, Mr. Darby 18, and Messrs. Head and Dunn 10 each for the schools.

Messrs. Hickling and Greig bowled well throughout for the club.

ALL COMERS.

A. J. Handley, b Griffith	55
J. R. Anton, b Darby	4
E. G. Skinner, b Griffith	18
G. H. Woollatt, b Griffith	0
Jas. Greig, b Head	3
Dr. Bolton, c Digby, b Cole	39
H. Hickling, b Head	3
A. P. McEwen, b Head	3
G. F. Maclean, b Cole	9
D. Welsh, not out	10
H. H. Taylor, c Digby, b Darby	9
Byes 4, leg byes 5, wides 3	22
	175

PUBLIC SCHOOLS.

F. S. Head, Marlborough, c Hickling, b Greig	10
H. Foss, Marlborough, c Taylor, b Hickling	22
C. B. Griffith, Winchester, b Hickling	7
C. C. Cole, Cheltenham, c Maclean, b Greig	9
H. A. Digby, Harrow, c Hickling	2
W. H. F. Darby, Winchester, c Hickling	18
S. L. Prior, Marlborough, c Hickling, b Greig	3
C. S. Haden, Marlborough, b Hickling	6
C. A. L. Dunn, Harrow, b Bolton	10
J. Livingston, Cheltenham, b Hickling	2
W. S. Young, Cheltenham, not out	0
Byes 18, leg bye 1, wides 9	28
	117

THE BURNING OF THE "COLUMBIA" IN HONGKONG HARBOUR.

The following reliable statement will be read with interest, as tending to throw some light on the circumstances surrounding the above disaster. The prompt efforts which were made by the officers of the *Golconda* to save the vessel will, we doubt not, be generally appreciated. It is to be regretted that they resulted in a loss to the Company of the gear, but they will have some consolation in the public satisfaction which has been felt at their willingness to render the assistance, which their extensive appliances place them in a position to afford. No doubt, however, the amount will be made good by the Insurance Offices in whose behalf the efforts were made.

S. S. "GOLCONDA,"

Hongkong Harbour, 16th February, 1874.

Whilst lying at anchor, on the night of the 15th instant, the *Columbia* was observed burning from this vessel, at 7.15 p.m. I at once asked Captain Fraser to allow me to take one of the cutters, and a double crew, with a portable Downton pump and fire hoses. He at once acceded with my wishes. I left the *Golconda* at 8.5 p.m. with the third officer, Mr. Borough, gunner, and a double crew of Lascars. On arriving alongside the *Columbia*, smoke was issuing from the forecastle hatch. I immediately got my pump on deck, and placed it as nearly as possible to the seat of the fire. After which, enquired for the commander of the vessel, and was informed by a dark steward, that the captain was in his cabin, and could not speak English. I then enquired where the chief officer was to be found, and was informed that he was the worse for liquor. I found, on arrival on board, a body of men who informed me that they belonged to the Water Police Force, but knowing that I had come from the mail ship, and was a seaman, they gave me every opportunity to exercise my authority. As the commander was not visible, and the chief officer intoxicated, the crew, on my arrival, were leaving the ship, with their effects, &c., seeming to care little or nothing about her. Before leaving this vessel, Captain Fraser, my commander, asked me to communicate with him by the aid of a blue light, should I require assistance. Finding the ship totally deserted by her crew, and that not a pump of any description could be found, I crawled forward to the forecastle, and struck a blue light. At the same time the smoke coming from her hatchways was suffocating. My Lascars worked well at the single pump, and it is now my impression that with a few more men, I could have saved the vessel. After those on the *Golconda* had perceived the signal from me, Captain Fraser immediately despatched another cutter, with Mr. Ouse, the second officer in charge. I at once placed his Downton pump alongside of the one I was working. We were working well, the pumps giving good delivery. The wind veering round to East, I ran a spring out from port quarter on 6½ in. Manila on to port chain, intending to cant the ship off the wind. During the time I made signals of distress to the shore, by firing minute guns and blue lights. After a space of 2½ hours, a naval officer, named Lieutenant Clarke, came alongside, with a crew and pump from H.M.S. *Princess Charlotte*. His first question was, "Who is in command of this vessel." I having taken over charge of the ship at 8 p.m. said I was at present in command. He gave me to understand that he had been sent by the Commodore of the port, as signals of distress had been observed. And in a courteous manner said he would relieve me of the responsibility of trying to save the vessel from burning, and asked me what precaution I had taken to save her. I told him, that the wind being East at the time I commenced work, I ran a Manila spring out from the port quarter, and made it fast to the port bower chain, and with the assistance of jib and low staysail intended to cant her head in shore, so as to get to windward of the fire. These ideas of mine were carried out by Lieut. Clarke, by his sending his men aft to haul on the spring and flattening the head sheets. Whilst these men were working aft, my men were working at the pumps, the smoke then coming up in volumes. We paid away on the port cable, and the ship was canting in shore, when Lieut. Clarke informed the captain of the ship, that it was his idea the ship could not be saved, and the only alternative was to scuttle her. Several civilian gentlemen at that time being on board, said it was the best remedy. The order was then given to scuttle, and all hands ordered over the side. I, at the same time, rendering assistance by giving the European carpenters. I left the vessel at 11 p.m., with my crew. I am sorry to say that I was unable to save the pumps carried there by me, as the smoke was so intense that no man could get forward. I myself, the carpenter, Mr. Lawrence, fourth officer, and gunner, made three attempts to get to the ship, but am sorry to say were unable to do so. The ship burst into flames at midnight. Yards and masts went over the side at 3.30 a.m. of the 16th instant.

The whole of the officers of the steamship *Golconda*, and petty officers did everything in their power to extinguish the fire.

W. H. MILLETT, *First Officer.*
R. P. BROUGH, *Third Officer.*
A. R. PERCY LAWRENCE, *Fourth Officer.*

CHINA FIRE INSURANCE COMPANY, LIMITED.

Report for presentation to the shareholders at the Fifth ordinary meeting, to be held at the Company's offices, at 3 o'clock, p.m., on Monday, the 23rd February, 1874.

The directors have the pleasure to submit a statement of the Company's accounts for the year ending the 31st December, 1873.

The net profit accruing to the year 1872 is shown to be as follows:—

Balance at credit of "Working Account," as per last report		$107,171.16
Less losses & claims paid in 1873	$12,783.49	
Charges not included in last account	120.00	
		12,903.49
Net profit		$94,267.67

25 per cent. of this amount, or $23,566.92, will be divided amongst Contributing Shareholders, yielding a bonus of $16,439 per cent., and the balance of $70,700.75 has been added to Reserve Fund, which now amounts to the satisfactory sum of $187,681.86. The losses above-mentioned were incurred at Ningpo and Shanghai.

The result of

were defeated. Pending further information we are justified, on the above-named principle, in concluding that the expedition was a political enterprise for the annexation of a portion or the whole of Tonquin, and that it has been defeated and forced to retire.

Our reasoning may be wrong, but we are confident at least that the large number who read the account of the affair given by the *Independant* will come to the same conclusion. It is asked why the expedition is now abandoned, and what are the causes of the disavowal of the action taken. The answer to this is probably not very difficult, and in all likelihood lies in the fact that the French Government are not disposed to support the action of a commercial expedition so likely to involve them in serious political complications; and it will remain to be seen who is responsible for this most unfortunate blow to the *prestige* of France in the Far East. As the matter stands, according to the last account of it, we cannot but think it an error to have retired after the affair had been carried so far, and with so high a hand. It is impossible to believe that M. GARNIER acted as he did without some kind of official sanction and concurrence; and the Annamites will assuredly credit the failure to the French nation, and not to the successor of M. GARNIER individually.

THE CUSTOMS' CRUISERS.

Our attention has been directed to a point of much importance with reference to the Customs' cruiser question, which has escaped our own notice, and also that of others, who have taken the subject into their consideration. It is that the junks on which the depredations—for in many cases we can call them by no other name—are made, are mostly Chinese junks, and manned by Chinese subjects, and consequently there can be no strictly international point involved in the matter. The case which the Chinese thus make out for themselves is simple enough. They say: "these men are our subjects, and the junks they are in are under our flag, but they make use of your Colony to evade the duties which they should pay. We take our own steps to put a stop to this, and it is not for you to object to our doing on the high seas what we like with our own subjects for the protection of our own revenue." We must confess that this argument seems to be unanswerable, and that unless some reply be found to it, it seems impossible to deal with the matter effectively in Hongkong.

The interference with the junks is, however, beyond any doubt, completely unwarrantable, but, in what way can we protect them? If we refer to Canton, the answer from the Consul is invariably the same, namely, that the junks have been seized in consequence of their being engaged in smuggling operations, and have been condemned according to Chinese law, on that ground—and there the matter ends.

We do not deny that the Colony has, at times, been used for the purposes of smuggling, and that it is impossible to prevent this altogether now, but it is important to bear in mind that there is no doubt that the action of the cruisers goes much further than anything which is called for in order fairly to protect the revenue, and amounts simply and plainly to a squeeze put upon the trade of the Colony, such as ought certainly not to be allowed to continue. But in order to act upon these broad grounds, the co-operation of the Consul at Canton under instructions from Peking, and the concurrence of the Home Government, are essential; and it is too much to be feared that at the present time the Colony will not receive any support in those directions, though it is most desirable that some steps should be taken to prevent all Chinese trade being diverted from the place. On the broad grounds of diplomacy, action might fairly be taken, but it is to be feared that upon the narrower basis of law and international usage, the Chinese can continue to snap their fingers at our strongest remonstrances. Their action amounts to what is by no means new, that is doing a thing legal in itself with an illegal object. Diplomacy can take the object and its effects into consideration, but the law cannot go beyond the actions themselves, and so long as no absolute violation of international right is committed, we can do little more here than protest.

If, however, the subject be taken up upon the broad basis of international fair dealing, the question at once arises whether the vessels are overhauled to protect a recognised revenue, or only with a view to levying black mail specially imposed upon the trade of this Colony, and levied only because that trade exists, and because the junks are coming to this place. If the overhauling is done on the former grounds, the Chinese are justified in their action, but if it is done on the latter grounds, they are simply abusing their powers and making their right to protect their *bona fide* revenue a lever to aim a blow at the trade of Hongkong. There is abundant proof that the latter is really their object, and the further question arises whether they can be considered to be preserving good faith towards us in regard to the concessions made in the treaties at the time when Hongkong was ceded. The cession of Hongkong was part of a series of trade concessions made at the time of the signature of the Nankin Treaty, and it is reasonable to expect that the Chinese will act in a way consonant with the spirit of the treaty, and the necessities of legitimate trade. Putting the matter, therefore, on its smallest basis as against the Chinese, they cannot be held to be justified in directly attacking the interests of this place, and, upon these broad grounds, it would be competent for our Authorities to bring a certain amount of pressure to bear upon them, so as to force them to give up a course of action which is highly detrimental to this place. If anything like a firm diplomatic stand were made upon these grounds, it is quite reasonable to hope that they would prove sufficient to ensure success; but unless the Government of this Colony not only act with energy, but be backed up fully by H.M. Consul at Canton and, if need be, by the Minister at Peking and the Home Authorities, the action of the Commission will be useless; matters will come to a deadlock in the above or some other diplomatic question, and the Colony will remain practically without redress.

MISSIONARIES IN CHINA.

If any person wishes to obtain specimens of pure, undiluted impudence, we would recommend him to devote his attention to some of the reports which are sent home by Missionaries in China. It is essential that they should make a show of doing something. They are sent out to China as a great field for their labours, and no expense is spared by well meaning, but ignorant people at home to assist in the great work, which it is supposed Missionaries are carrying on in these parts. Unfortunately, however, the real truth is that China is a particularly unpromising field for Missionaries of all kinds, but especially for those who, as is the case with many well meaning young men who come out to China, possess no powers of persuasion or logic, and are very soon put *hors de combat* in any arguments with the eminently astute and sceptical people whom they attempt to convert. To the Catholic, this remark does not greatly apply, as, with a wisdom which it would be satisfactory to see followed elsewhere, the Catholic Church usually selects men of education, and such as are especially qualified to spread the Christian doctrine as Missionaries in distant parts; and, it would be unfair not to acknowledge that among Protestant Missionaries, there are many men of learning and talent. But it is notorious that a large number of Protestant Missionaries are men of the most slender acquirements, and are qualified neither by natural gifts nor by training for the difficult task which they undertake with the fullest confidence that the goodness of their work will quite make up for any deficiencies in those who have to perform it. After a time men of this stamp find themselves mistaken; and, disappointed in their success, they seek any explanation of the fact other than that which is the most obvious—their own incapacity.

An instance of this has been brought to our notice, and is the cause of the present remarks. We read in a home paper that a Missionary writes from Foochow in the following strain:—"Missionaries" he says "are sent out from home to proclaim the Gospel to this heathen nation, and to reclaim the people from idolatry and sin, but they naturally tell us that if our religion can effect nothing better in our country than what they see in the lives of such men, they are willing to abide by their own religion. The consequence is, that the ports most frequented by foreign vessels are generally the worst places for spreading the gospel. Shanghai and Hongkong are two of the principal trading ports in China, and I believe the Gospel has made less progress there, in proportion to the labour spent, than at any other missionary station in China. At Foochow, we meet with the same difficulties. Our chief success is in the interior of the country, where few of our sailors or countrymen have ever been." It is certainly consolatory for those who might be inclined to become disheartened at the little which Missionaries are able to accomplish at the places where it is possible to find out what they are doing, to discover that, where it is impossible to know what is done, they are really achieving wonders. It is, however, a thousand pities that they do not shut up their comfortable establishments at Shanghai, Hongkong, and Foochow, and proceed to the interior of the country where, according to the report above quoted, they would be so much better appreciated. We cannot help admiring the diplomatic caution with which a slur is cast upon the whole of the foreign residents at the ports by the sweet innocent, whoever he may be, who penned the lines above quoted. "Shanghai and Hongkong" he observes, "are the two principal trading ports in China, and I believe the Gospel has made less progress there, in proportion to the labour spent, than at any other missionary station in China." He "believes," what, if it is anything at all, is a statistical fact, and then draws conclusions slanderous to all foreigners in China from his beliefs. Very likely a sharp Chinaman would pose a missionary by pointing to short-comings in his countrymen as an argument against his advocacy of Christianity, but exactly the same argument might be applied at home. It has been the habit to inveigh against foreign residents in China in the most unwarrantable manner, and it is a handy thing for unsuccessful missionaries to attribute all their failure to the fact that their countrymen in China are very much the same as they are elsewhere, and are not in every case models of morality. It is, however, an entire misrepresentation to attribute their failure to this cause; as the Chinese are quite shrewd enough to know that under all systems of religion there are men who fail to act up to their principles, and would not be disposed to sneer at Christianity on that score, though they might make use of the argument as one among many others. The truth is the Chinese are sceptical to a degree, and require men of very much higher talents than those who ordinarily are sent to convert them to make any impression upon them. It is easy to hide this fact under general statements, but fact it nevertheless is. We should very much like to know what is the great success in the interior of the country, which is spoken of in the above extract. "Our great success is in the interior of the country, where few of our sailors or countrymen have ever been,"—and the writer of the report might have added where few Protestant Missionaries have ever been either. It is notorious that Protestant Missionaries wisely keep either at the open ports or not very far from them, and leave to the zeal of their Catholic competitors the business of penetrating into the interior of the country. Half a dozen Missionary establishments, fifty or a hundred miles from ports, will sum up, more than sum up, all that is done in the interior by Protestant Missionaries; and we know of no single Protestant Missionary establishment more than a hundred miles from the ports frequented by the foreign vessels which are so much objected to. The "great success" must, therefore, be the result of the labours of natives, who are sent by the Missionaries to preach and sell bibles, concerning whom all that the Missionaries really know is that they go away with the bibles and come back without them. We do not blame the Missionaries for their natural and reasonable prudence in staying near the ports where their countrymen are congregated in some numbers, but it would be better taste to refrain from abusing them in a way which is unwarranted and misleading.

HONGKONG.

An accident of a lamentable nature occurred on the morning of the 13th instant. A small steamer named the *Wan Loong*, which had been built for the purpose of conveying passengers between this port and Canton, started on her first trip on the date mentioned. As many Chinese were going to Canton to spend the New Year, with their friends, and as the passage money was fixed as low as 50 cents, a very large number patronised the new vessel. The houses on the main deck, it is said, were full, and there were a great many also on the burricane deck. She had not got more than fifty yards from shore when, in taking a turn, she lurched first to one side, and then to the other, and owing, it is suppose, to overloading and a want of proper ballast, she capsized, and soon afterwards sank. The passengers above were thrown into the water, and several of those in the deck houses, seeing that she was going down, jumped through the windows and were rescued by boats which immediately hastened to the scene. It was computed at first that above 100 altogether had been drowned, but latest accounts modify this number considerably. There were several Europeans on board, but they were all saved. An inquest was opened on some of the bodies the following day and adjourned, and Captain Heriot, who was in command at the time of the occurrence, has since been arrested, but admitted to bail on two sureties to the amount of $5,000. The vessel has been raised, and several bodies found inside, and at the time of going to press, further attempts at their recovery were being made. The *Wan Loong* was built by Messrs. Inglis & Co., and her registered owner as Mr. Geo. McBain.

The Peruvian ship *Columbia*, which arrived here from Macao, caught fire on the night of the 15th, and assistance was at once sent off to her from the police hulk. It was then discovered that more assistance was required, and the *Princess Charlotte* was signalled with blue lights. Part of the cargo of the *Columbia* consists of barrels of tar. When the police arrived, a barrel of tar was found over the fore hatch where the fire broke out. The fire continued to spread, and as there was no hope of saving her, her cable was slipped, and she was towed beyond the shipping. She continued to burn all night, and the following morning her hull was taken to Kowloong and beached. She had a cargo of rice, &c. It is said her captain and officers displayed the greatest indifference as to her fate, and gave no assistance whatever in the attempts made to extinguish the fire.

The returns of the criminal cases at the Supreme Court during the past year, show that there were 71 persons tried, of whom 50 were convicted and 21 acquitted. The larger proportion of the charges tried were for larceny and theft. There was only one trial for murder, and in it, the prisoner was convicted.

The public examination of the scholars at the Central School took place on the 10th inst. The prizes were distributed by H.E. the Governor at noon in presence of a number of visitors. These proceedings were interesting.

CANTON.

An extensive fire occurred on the evening of the 6th inst., which burnt down the *Kungsuh* house of the old Co. Hong, and a large number of shops in the neighbourhood. A considerable amount of property was lost, and it was feared some lives had also been sacrificed, as two explosions were heard at the commencement of the fire.

FOOCHOW.

An amateur dramatic entertainment took place on the evening of the 5th instant. The chief piece played was Tom Taylor's Comedy, "The House at home."

The *Foochow Herald* says:—"A feeling of gallantry compels us to commence our—we will not say criticism, because to do so would be to imply that there were faults where there were none—historic notice with the ladies"—so it appears to have gone off all right. In the interval between the first and second piece, Mr. A. A. Pereira, whose vocal powers have often been the delight of Hongkong audiences sang "Non oblitarmi" in very effective style.

A Chinese sailor belonging to the German schooner *Emma*, now in port, jumped overboard on the 29th ultimo, and was drowned. The crew accused the Chief mate of the vessel of having been instrumental in causing the unfortunate man's death, but on investigation before a mixed Court, the mate was honorably acquitted of the charge brought against him.

SHANGHAI.

(*N. C. Daily News.*)

The Sham Fight between the S. V. C. and a Naval Brigade from the British ships of war in port, attracted a large concourse of spectators on the 2nd inst., and appeared to excited much interest, both among them and the men engaged. The mystery is, why so many men who can afford time to march out alongside the Volunteers, and to look on at the combat from the top of grave mounds, feel diffidence in joining the ranks. The fact of so many spectators assembling proves that interest is felt in the Corps, and we could wish that the interest took the more practical form of enlistment.

Some short time ago, a Chinese graduate who was passing through the city of Shanghai, went into a tea shop and, sitting down at a table where another customer was already seated, called for some tea to refresh him after a fatiguing walk. After a while, a third customer entered the shop, sat down between the two, and called for some tea. The waiter came up with a small caldron in his hands, to receive the order of the new arrival, and on going away to attend to it, put his caldron down on the ground, between the newly arrived customer and the graduate. In the meantime the new arrival, watching his opportunity, seized the caldron, and putting it on his head, as a cap, waited for his tea. The waiter returning, immediately missed his property, and looking down on the ground where he had placed it, uttered sundry exclamations of astonishment. "What's the matter?" asked the sharper. "I cannot see my caldron, which I placed on the ground when going for some tea for your honorable Sir!" cried the waiter. "Dear me; how very strange," was the reply: "Are you a city man?" "Oh dear no, Sir; I am from the country." "Ah, I thought so," rejoined the sharper; "now, let me give you a piece of advice; whenever you have a caldron in your hands, and you want to get rid of it in order to attend to any business, always put it on your head as a cap, just as you see mine is now, and then no one can take it from you without your immediately noticing the loss!" Having given this sage piece of advice to the bewildered waiter the sharper, quietly finishing his tea, left the shop. On hearing this story from the graduate himself, we asked him how he could possibly sit by, and not inform the master of the teashop as to the character of his customer. "Oh, quite impossible," replied he; "if I did so, I should have the entire gang to which the sharper belonged, down upon me for evermore!"

The same paper states that Mr. Mayers has declined the appointment of Secretary to the Municipal Council, which had been offered to him.

PEKING.

(*N. C. Daily News.*)

The weather at Peking, so far this winter, has been, with the exception of a couple of days, very mild. No snow has fallen here since the Emperor and the Imperial Princes prayed for snow on the 9th instant. Nothing of interest that I have heard has occurred in the diplomatic world, during the last week, if we except the fact that the Peruvian mission are reported to be busily engaged with their Treaty. The Race Committee have held a meeting, and drawn up the programme of the races for the spring of 1874. Tientsin ponies are limited to certain events, which will probably altogether stop their being sent up here to run at the meeting; and the Races will thus be left entirely to Peking ponies and riders.

14th January.

Letters from Peking to the 21st January have been just received. The only local news is that sickness prevails owing to the unusually dry and mild winter. There has been no fall of moisture for months, except a very slight attempt at snow on the 2nd January. The Peruvian Minister has been laid up with a severe attack of fever, but is recovering. The French Minister has also been ailing from the same complaint. It is reported that the Government are selecting a large body of Mongol troops now assembled at Kulgan, to march against the Mahomedans in Ulissutai.

A prominent topic of conversation during the past week, amongst those foreigners and those Chinese here who take an interest in Chinese politics, has been the action of the Central Government towards General Chingluh, who was accused some months back of having committed certain outrages at the village of Knoutse in Kansuh province—namely, massacring over two hundred of the inhabitants and then pillaging it. The Viceroy, and Censor Woo Ko-too—as appeared in the *Peking Gazette* of about June and July of last year, addressed the Throne on the subject; and His Majesty thereupon commanded that Chingluh should be arrested, removed from his command, and brought a prisoner to Peking to the Criminal Board, for examination and punishment. I remember reading an account in the *Peking Gazette* last summer, of the outrages said to have been committed in 1870, as described by the Viceroy and Censor; but as I have not now the document at hand I only write from memory. During the forenoon of the 7th instant, it was rumoured in the city that preparations had been made at the execution ground here for the decapitation of Chingluh that afternoon. Later in the day, however, on the *Peking Gazette* of the day appearing with the following decree, the people of Peking learnt that Chingluh's case had not been finally decided.

"EDICT.—"In reference to the memorial of Woo Ko-too, requesting that the degraded General Chingluh be at once capitally punished, His Majesty commands that, besides the examinations which have been made by the members of the Privy Council, and the Chiefs of the Criminal Board, the other Censors, the heads of the Six Boards, and of the nine Kings, shall in addition take the memorials of Censor Woo Ko-too, the Privy Council, and the Criminal Board, under their careful consideration; and, after consulting together and deciding what should be done in the case, they shall address the Throne to that effect. Respect this."

I hear that Censor Woo is a Kansuh man, and we may naturally suppose he has not spared his language in shewing to the Throne the full extent of the outrages perpetrated. The enquiries, however, which His Majesty has now commanded to be made, will test the correctness of his statements. We therefore await their result.

KWEICHOW.

Wei-yang-foo, 3rd Jan., 1874.

Light frost and sleet.

About the latter end of November, we were startled here by the news that the Miaoutsze of Tankiang and Pah-tsai, had revolted and killed the local officials. It, however, turns out to be that the Rebels at Knochow have been defeated and dispersed, and that about 1,000 of them made their appearance at Tankiang where they were joined by a considerable force of disaffected aborigines, who were groaning under the yoke of oppression, and ready for anything. Thus the two cities above named were taken, and the Civil Mandarins killed, and ground to powder, it is said. Troops have been sent into that quarter and the Rebels are now besieged in a Fort near Pah-tsai.

Perhaps your readers are not aware that the Rev. Father Hue, of the Missions Etrangeres in Szechuen, was massacred at or near Tuehyang-chow, a city of Szechuen, near the frontier of this province. This makes the third foreigner killed in that district, and native Christians, it is said, have been killed by tens at the same place. M. Blanchaton, the French Consul at Hankow, visited the place this last summer, and the murder took place shortly after the Consul left. The latest news is that M. Dupuis, late of Hankow, has arrived (*via* Tonquin) in Yun-nan, with a lot of miners to work the mines of that province?—*Courier.*

NEWCHWANG.

(*Courier.*)

From North, South, East and West, constant rumours of small bands of robbers attacking inns, private houses, carts, &c., reach this place, but as yet no towns or cities have been taken, or indeed any action on an extensive scale. It is very probable, however, that before the winter is over we may hear of one or other of our walled cities succumbing to the attack of a number of those bands, which are likely to be larger this year than on former occasions, owing to the prevalent poverty which is so general among the agricultural people. The Foreign Settlement and the native town of Yangtsze are not likely to be attacked, and this will be due mainly to measures which have been taken by the foreign residents, and the Custom House offi ials.

Some time before the opium season closed, Mr. Wade requested the British Admiral to station, if possible, a gunboat here for the winter. This, it seems, the Admiral was unable to do, but he sent 3 non-commissioned officers, in Armstrong field piece and 25 breech-loading rifles. I have hitherto taken no notice of this force, as it seemed to me somewhat ridiculous, but I have since changed my opinion. These three corporals have thoroughly drilled ten or twelve European residents in the use of the field piece, and they are now going through rifle drill under Capt. Man. Altogether, this small force is a very considerable one, and I have no doubt if called upon to fight, it will be able to give a very good account of itself.

In addition to this force, Mr. Hart, the Inspector-General of Customs, has caused to be organised a military police, composed of Chinese, and which is entirly under the control of the Custom-House officials, in this respect only differing from the force which has for some time existed at Ningpo. It is composed of 32 Chinese, divided into four squads, each squad having a native corporal and a European tide-waiter as a supreme officer. The whole force is under the immediate command of Captain Man, whose enthusiasm and energy have been well repaid by the aptitude displayed by his immediate subordinates, who were first drilled by himself and when competent were set to drill the Chinese force, which seems to take to its new occupation with extraordinary gusto. The Examination Shed is the "main guard," and there a sentry is stationed night and day, and one of the squads is always on duty under the command of one of the tide-waiters. The Chinese go through their drill admirably, a result due to the inspiring spirit of the Commissioner Captain Man, who is very ably assisted by Mr. de St. Croix and Mr. Clerk.

With two such forces the foreign Settlement is pretty safe. It could scarcely be surprised, and already I am informed the precautions taken have been bruited abroad for many miles over the country, and the small forces have already assumed in the imaginations of the country people considerable dimensions. The foreign community at this port has always received a fair amount of consideration when danger was imminent, from Mr. Wade, H. B. M's Minister, and to Mr. Hart, the Inspector-General of Customs, it now feels indebted for this protective force, which in all likelihood will have the effect of preventing mischief. I should add that the Custom-House force is composed principally of boatmen who were already in its employ, and that they are all well built, steady and generally reputable men.

YOKOHAMA.

The *Japan Mail* of the 31st ulto. states that the feeling of uneasiness previously prevalent has largely subsided, and people are beginning to see how little real ground there was for it. Much of the wild talk about war with Corea has been blown off, and the journal which said "there must be war sooner or later"—a pretty safe mode, by the way, of letting off these crackers—has come down to this—"We are of opinion that the government is able to repress this"; though the old spirit breaks out again directly afterwards in the following form:—"But it requires the most careful course of action to guard against bringing on civil strife." The *Mail* supposes it is no use being angry or vexed about these things. So long as there are fairs there will be old gipsy women in red cloaks to tell fortunes, and servant girls to listen to them.

A gentleman named McLeod gave a lecture upon the "Identity of the Mikado, Miya and Kuge Sama, &c., &c., with the ten lost tribes of Israel." He attracted but a small audience, and did not even contrive to keep this together above a few minutes. First one went away, then another, then another, until some four only of the faithful remained to discuss Mr. McLeod's discovery, the presence of the unicorn in the crest of the Mikado, and the assertion that His Majesty has in his possession the psaltery, harp, timbrel and other minor Jewish Temple instruments, according to the advertisement of the lecture. The above paper says:—"We have that kind of tenderness for Mr. McLeod which one naturally has for a worthy, sincere, and kindly man who spends his life in chasing an *ignis fatuus*. The simple fact is that there never yet was any one who had a good hunt after the lost Ten Tribes who did not find them, and yet,—they never have been found."

The *Herald* states that Mr. Goodwin is expected to come out to Yokohama in April, and will take the post of Judge there. Mr. Hannen, who has been acting in that capacity for three years, returning home.

On the 3rd January, the Empress received the families of the Foreign Ministers, Lady Parkes, Mrs. and the Misses Bingham, and Madame De Groote, were presented. The Empress expressed pleasure at seeing them, and received their congratulations on the New Year, and wishes for Her Majesty's health and happiness. The Mikado was present, and added a few words of welcome. The New Year's reception has been delayed in consequence of the indisposition of Her Majesty.

NAGASAKI.

(*N. C. Daily News.*)

Regarding the loss of the P.M.S. *Relief*, already reported in our columns, the *Nagasaki Express* has the following particulars:—The *Golden Age*, which left here at midnight of the 19th for Hiogo and Yokohama, returned into port at 7 p.m. on the evening of the next day, having on board Mr. Mills, the purser of the *Relief*, who came in charge of the mails, the treasure amounting to $66,071, and the baggage transferred to that vessel from the latter steamer, which has run upon a reef near Dosima, (Hirado,) not far from the place where the *Oregonian* struck in June, 1872. The *Golden Age* also brought the passengers who came from the northern ports in the *Relief*. At present very few particulars have transpired as to how the accident happened, beyond that at the time it occurred it was extremely dark. It is expected the steamer will become a total wreck. The steamer *Kagosimamaru*, late *Cosmopolite*, which was chartered on the 21st instant by Mr. Tillman, the Company's agent at this port, to proceed to the wreck and assist in saving as much of the cargo, &c., as possible, returned on the 24th, bringing a lot of cargo and also the captain and crew of the *Relief*. The *Golden Age* appears to have had severe weather, and reports receiving some damage, on the passage between Shanghai and Nagasaki. The *Express* also reports that the French iron-clad corvette *La Belliqueuse*, Captain Libaudière, bearing the flag of Rear-Admiral Garnault, arrived on the 22nd, from Yokohama via Hiogo. The *Belliqueuse* after a few days' stay was to leave for Hongkong, and from there will proceed to Saigon *en route* for France. Between Hongkong and Saigon she will be relieved by the iron clad corvette *Montcalm*, Commander Lespès, (formerly of the corvette *Dupleix*,) which carries the flag of Rear-Admiral Keane, the new Commander on this station. The *Montcalm* is expected to arrive sometime next April or May. A subscription list is being circulated, with the view of obtaining funds to erect a theatre for the Nagasaki A.D.C. Already $700 has been subscribed, and it is confidently expected that the amount required for the building will be forthcoming. Part of the ground forming the Nagasaki Club property is spoken of as the site on which the new theatre is to be built. The annual meeting of subscribers to the British Episcopal Church was held on the 23rd. The accounts showed an income of $800.05, and a balance after expenditure of $38.20. A new judicial Court, to which disputes between foreigners and natives will be referred for settlement, is to be opened shortly.

TONQUIN.

The *Saigon Independant*, of the 1st instant, contains some important intelligence from the above place, of which the following is a translation:—News from Tonquin has reached us from various quarters and different sources, which seems to us quite worthy of credit, and which leads us to now consider the death of M. Garnier no longer as one of those regrettable events, which have only a limited influence on the course of affairs, but as a real disaster as regards the success of the operations, which we are carrying on in that country. When M. Garnier was placed by Admiral Dupré at the head of our expedition, we were the first to applaud this choice. We thought, and we think still, that his personal merit and his severe study during a long and trying mission, his profound knowledge of the habits and customs of the populations, which we are desirous to bring under our influence, designated him naturally as the man most fitted to fill this difficult post.

Up to the 3rd December last, a space of hardly two months, how had M. Garnier fulfilled his mission? What results had he obtained? The *Courrier de Saïgon* is either silent on obscure on these two important points. We shall endeavour to fill up its spaces and to pierce is darkness.

The capture of the citadel of Hanoi, when the expedition commenced, was not, as has been pretended, a useless butchery, but an act of vigour demanded imperatively by the circumstances. It had the effect, combined with the capture by the Marshal of several high mandarins, to put an end to every attempt at resistance, and to secure to our partisans the attitude in the country on which we had calculated. M. Garnier who had, during the course of his journeys, had an opportunity of studying the sentiments and aspirations of these people, oppressed by the agents of the court at Hue, and impatient to throw off a yoke which is odious to them was able clearly to guide use of their favourable disposition to cause the supremacy of France to be recognised, and to replace by men, who were reliable and of his own choice, the authorities who showed themselves indifferent or hostile. In concert with the Chinese merchants he was engaged at the same time, in making up a Customs' Tariff, promising the greatest guarantees to commerce, together with an assured protection, and ultimately, by a proclamation posted on the walls of Hanoi, opened the ports of Tonquin to navigation and profit. This last measure was, moreover, the logical conclusion of our expedition.

With the intelligent activity which was one of his chief qualities, and disposing with prudence his little body of troops, M. Garnier soon caused our sovereignty to be recognised in the six Provinces of Tonquin, numbering more than three million inhabitants. He set up everywhere functionaries devoted to our cause, and was making arrangements for the organisation of a native militia. No trouble or serious opposition was manifested. The deposed literati and Mandarins retired, dissimulating their discontent, and recognising their incompetency. On all sides French flags flew in the villiages, and it was easy to see that before long, a large zone of Tonquin would be subjugated to our influence, when the relentless (inconsciente) ball of a Chinese pirate came, and in an obscure brawl, suspended, with the life of M. Garnier, the course of our success.

We know, no doubt, that it was not with in the instructions of M. Garnier, and above all with the force at his disposition, to conquer Tonquin; but he was better acquainted than anybody with the ruses and calculated delays of Annamite diplomacy, and the plan which he pursued with such happy persistency, by unveiling to the Court of Hué its feeblenss and its unpopularity, would have brought it per force in a short time to accept the conditions which we proposed to him, and at last to sign that famous treaty which it has held out to us so long. The route to be followed was cleverly marked out, and the successors of M. Garnier seemed to have nothing to do, but to reap the results of his policy.

Why then does everything now appear to be called in question? Why are the forts taken and occupied by our troops, and the provinces which we had brought into submission rendered back to the Annamites? Why are the functionaries nominated by M. Garnier deposed? What are the causes of this disavowal of all our acts? What representations, what pusillanimous suggestions have been obeyed? What is this fatality which seems to strike our policy everywhere with sterility and ridiculous diversion from its objects? Has M. Philastre only carried out precise instructions, or has he had latitude to follow personal inspirations only too well known.

In any case, the disastrous consequences of this retirement, which nothing justifies, have not been delayed. Behind us our enemies take courage and again hold up their heads; our partisans are followed up; some of them have been massacred; villages have been burned, the Missionaries, who have lent us their assistance, fear the persecutions which will speedily arise. We can easily seize Chinese junks, and bring pirates, but it will be difficult to gain back the confidence of the people, whom our abandonment leaves miserably to inevitable reprisals.

The *Courier de Saigon* of the 20th January, foretells the early return of M. Philastre from his voyage, which will already have had such sad consequences, and announces the departure of M. Rheinart, Inspector of native affairs, as resident at Tonquin. We trust sincerely that this officer, whose firmness and intelligence is recognised by everyone here will succeed in the mission which is confided to him, but we do not dare to hope it, after the Campaigne of the Chief of Native Justice.

PUBLIC EXAMINATION AT THE GOVERNMENT SCHOOLS.

On the 10th inst. the annual public examination of the scholars at the Government Schools took place. The classes assembled shortly after 10 o'clock, and the scholars were then examined. The fourth, fifth, and sixth classes were examined fully by a visitor present, and showed a very good knowledge of the various subjects on which they were questioned. The boys could read with fluency, passages well up to the average of English books in difficulty; could do sums in practice and proportion, and were able to take down fairly from dictation. The time taken in arithmetic was we think less than would be required by boys in a similar class at home—that is, of course, taking the younger ones as the standard, as there are many who have only come to school late, and are a great deal older than any youth who would be found so low down in a school at home. The first and second classes were put through a very stiff examination in geography, arithmetic, reading, &c., by the second Master, and acquitted themselves very satisfactorily, and the proficiency generally shown came up to a very good standard. At noon H.E. the Governor, and Capt. O'Callaghan, arrived—and the classes were filed into the lecture Hall, where H.E. proceeded to distribute the prizes. Among the visitors present were the Hon. Mr. Austin, Hon. C Smith, Hon. P. Ryrie, Mr. Romano, Portuguese Vice-Consul, &c., &c. H. E. then distributed the various prizes, with a few kindly and encouraging words to each of the successful scholars.

The List is as follows—

ENGLISH CLASSES.

SPECIAL PRIZES.

Best Scholar—U Lai-fu, field glass, presented by Government; Translation—Sin A-sin, watch, by Hon. C. C. Smith; Chemistry—Lo A-tseung, watch, by Hon. P. Ryrie; Drawing—F. Remedios, book, by Mr. Hyndman; Arithmetic—Hung Kam-shing, mathematical instruments, by an old resident; Arithmetic—Leung Kwok-ki, watch, by Third Master; Regularity, &c.—Ch'an Chin-tung, book, by Mr. Ch'an Yin; Best English Speaker—Fung A-shui, book, by Ch'an Yin.

ORDINARY PRIZES.

1ST CLASS.—1, Ch'an Fuk-hing, watch, by Mr. Kwok A-chung; 2, Ch'an Shu-fun, watch, by Mr. Kwok A-chung; 3, J. Sampson, gold pen, by a friend of the school.

2ND CLASS.—1, Lum Fak-mi, watch, by Government; 2, Mok Man-tat, gold pencil, by Mr. Romano; 3, M. de Souza, gold pencil, by Mr. Romano.

3RD CLASS.—1, Wai Ying-pun, watch, by Government; 2, Lo A-tat, writing case, by Mr. J. J. dos Remedios; 3, E. Stainfield, book, by Mr. Romano.

4TH CLASS.—1, Lo Sik-ling, watch, by Government; 2, Tsang Kam-chun, two globes, by Mr. F. Remedios; 3, Lo Tsun-tsoi, gold pencil, by Mr. Romano; 4, H. Sampson, book, by Mr. Romano.

5TH CLASS.—U Ting-fan, field glass, by Government; 2, Ch'an Shing, writing case, by Mr. Hyndman.

6TH CLASS.—1, Tse Tun-tak, gold pencil, by Government; 2, Ho A-tung, writing case, by Mr. J. J. dos Remedios; 3, Moses, writing case, by Mr. J. J. dos Remedios.

7TH CLASS.—1, Lau Yat, gold pencil, by Government; 2, Leung Apu, ink stand, by Mr. J. J. dos Remedios.

8TH CLASS.—1, Ch'an Tsai-cheung, silver pencil, by Government; 2, Wong Lai-ian, ink stand, by Mr. J. J. dos Remedios; 3, Ching Chung-sun, dictionary, by Government.

CHINESE CLASSES.

FORTNIGHTLY EXAMINATIONS.

1ST CLASS.—Ch'an Lai, gold pencil, by the Head Master.

2ND CLASS.—Ho Kwong-ming, dictionary, by Government.

ORDINARY PRIZES.

1ST CLASS.—1, Kwok Hung-kwai, watch, by Mr. Wong Tso-leung; 2, Lam-su, dictionary, by Government.

2ND CLASS.—1, Lung Chin-shang, watch, by Government; 2, Ch'an Ngai-hin, dictionary, by Government.

3RD CLASS.—1, Cheung Wai, silver pencil, by Government; 2, Leung Tai-sham, dictionary, by Government.

4TH CLASS.—1, Shek A-fan, silver pencil, by Mr. Bernard; 2, Tam Sz-chio, silver pencil, by Government; 3, Yeung Hia-tseng, dictionary, by Government.

CHINESE CLASS FOR EUROPEANS, &c.

1ST DIVISION.—1, E. Pereira, watch, by Government; 2, A. Hyndman, book, by Mr. Romano.

2ND DIVISION.—1, E. Roberts, gold pencil, by Government; 2, Sheik Akbar, ink stand, by a friend of the school.

Number who sat at examination, 316.

His Excellency the Governor said: It is a while year since I had the pleasure of addressing you. A great many of you I am afraid won't understand what I say, but speaking to those who can I have only to congratulate you on the coming round of another year, for your attendance, and I hope that the year past has been very profitable to yourselves, and that it will have been a satisfaction to your parents. During the last year an important change has taken place both in this and other schools, by the Government paying for results instead of giving grants. The Council of the Colony has hitherto been very liberal, and I am certain that they would be inclined to be still more liberal if they found that the new system works well. You all know pretty well,—at least those of you who can speak English will understand what paying for results means. It means paying for work done. All of you, I am sure, know very well that shams are very bad things, and a sham school is, I think, in the eyes of all thinking people, the very worst of bad things. It wastes valuable time that never can be recalled; it leads parents to suppose their children are being educated and taught, when they are not being taught at all; it leads the children themselves into habits of idleness, and leads them to suppose that simply sitting for a certain number of hours without applying their minds to what they have got to do is either profitable or creditable; that wretched delusion, that sham is not dispelled unfortunately till after life, then they find out, and then they regret the time that has been wasted; and I think likewise that they have some right to blame those who allow such a faulty system to be maintained for a single day. I myself am very unwilling to make any change in the schools. I am not fond of pulling things up, like the boys do the flowers in the garden, to see whether they are growing, but I wish to see what this school and the other schools are doing, and, according to the best information I can get, I am led to suppose that the system of paying by results is the best, that it has answered well elsewhere, and I consider it will answer equally well here. I hope and believe that it has been so far, and will continue to be, faithfully carried on. The reports I get of the school are very satisfactory; and everybody, and every scholar of whatever denomination, gets fair play and a fair chance. The new system is not only advantageous to the boys, but is a great encouragement to the masters. On the old system the masters were simply to receive their stipend, and not to receive any very great credit for the proficiency their boys made, and this afforded very little inducement and very little encouragement to them to bestow their time and energy on the work they had taken in hand. The present system removes that difficulty, and I hope and believe that the schools in the Colony will profit immensely by the change in system. I am sure it will not be distasteful to any, that that it will be beneficial to all. To the boys themselves it will be satisfactory to know what classes they are in. It will be satisfactory to know what progress they have made, and that, in itself, is a great inducement. Every boy knows pretty well the extent of the capacity of the one who sits next him. You are all very good judges of each other, and with the system of paying by results you know who is who, and are able to discriminate between those who have been industrious and those who have been idle. This is a great matter. The prizes in actual life do not always fall to men strictly according to merit, but when boys know that they get into a higher class, that their merits are discriminated and pointed out to their fellows, there is among all boys, as among all men, something to induce them to rise to distinction and deserve it. I have not much to say on the subject of conduct. I have heard no complaints, and believe the conduct of the boys generally is very good. It cannot be but a great satisfaction to myself, and the Council of the Colony who find the funds for maintaining the school, that we have apparently gained the goodwill and the confidence of the Chinese portion of the population. They are here treated with great impartiality; and what we are endeavouring to do is not only to teach them but to set them an example of tolerance and forbearance, and to show them that we have no desire to interfere with their consciences in any way. We simply offer them useful, practical education, which they will all find, and I am happy to believe which many have found, of great use and to their advantage. I believe that if we had room, and if the means of the Colony would afford it, we could get a great many more. It is quite impossible to please all parties; it is impossible to please every denomination of religion; to attempt to do so is a hopeless matter. It has been tried in many places I know of. I have seen it tried, and have tried it myself, and it always resulted in signal failure. What boys learn here will induce them not to stop at that but go further and enquire for themselves. When boys can read, and judge for themselves, and discriminate, I think it is sufficient time to enter upon difficult and abstruse subjects; and I am not prepared to think that children derive any good from receiving mental food which they are incapable of digesting. I believe you get all here that is good for you. Possibly I might wish you to get more than you do get but I don't see my way to that, and I am quite content to leave things as

3 Japanese plants, 1, Mr. Soares; 2, Mrs. Coxon; 3, Mr. Nowrojee.

CUT FLOWERS.—Hand bouquet, 1, Mrs. Ford; 2, Miss Ponte; 3, Mr. H. J. Holmes. Dinner table decorations, 1, Mrs. Ford; 2, Government House; 3, Mrs. Coxon. 6 camellia Blooms, 1, Mr Nowrojee; 2, Mr. Lowcock.

VEGETABLES.—6 kinds of vegetables, 1, Mr. J. H. Noronha; 2, Tsai-kin-tong; 3, Mr. Davies. 6 beet roots, 2, Mr. Dickie; 3, Ganjee Khan. 6 carrots, 1, Mr. R. Starkey; 2, Mr Armstrong; 3, Mr. J. H. Noronha. 2 cauliflowers, 1, Mr. A. G. Romano; 2, Mr Nowrojee; 3, Mr. R. Starkey. 2 cabbages, 1, Chung-a-qui; 2, Mr. Soares; 3, Mr. Nowrojee. 2 lettuce, cos, 1, A-fai; 2, Mr. E. Sharp; 3, Mr. James. 2 lettuce, cabbage, 1, Mr. James; 2, A-fai; 3, Mr. Davies. Dish of parsley, 1, Capt. Thomsett; 2, Mr. Armstrong; 3, Mr. E. Sharp. 50 pods of peas, 1, Mr. W. T. Newitt; 2, Mr. Armstrong; 3, Mr. E. Sharp. 50 pods of beans, French, 1, Mr. Jackson; 2, Mr. Dickie. 12 potatoes, 1, Mr. Dickie; 2, Mr. J. H. Noronha; 3, Ganjee Khan; 4, Mr. A. G. Romano. 6 turnips, 1, Mr. Dickie; 2, A-yow. Red cabbage, 1, Mr. Dickie; 2, Mr. Noronha; 3, Mr. A. G. Romano. Radishes turnip rooted, 1, Mr. E. Sharp; 2, A-yow; 3, Mr. W. M. B. Arthur. Radishes, long, Mr. E. Sharp. Kohl rabi, 1, Mr. S. D. Sassoon; 2, not known; 3, Chung-a-qui. Kidney beans, Mr. Dickie. Savoy, 1, Mr. Dickie; 2, Baron de Cercal; 3, Mr. Nowrojee. Brussels sprouts, Mr. A. G. Romano. Tomato, 1, Mr. H. J. Holmes; 2, Mr. A. G. Romano; 3, Mr. W. T. Newitt.

FRUITS.—Best collection of fruit, 1, Mr. Nowrojee; 2, Mr. Soares; 3, Mr. A. G. Romano. Special annual, A-fai. Specimen Azaleas, 1, Mr. C. Taylor; 2, Hon. T. C. Hayllar; 3, A-quan.

HOW TO REGENERATE CHINA.

From "Shên pao Chen" in the "Foochow Herald."

We have two classes of missionaries out here—one class comes out for a brief period only, and returns to its native land, laden with spoil. The members of this class show the Chinese how to kill at long ranges; accept a handsome compensation for so doing, and then retire full of wealth; leaving behind them a long train of evils, which fall on the heads of others; while they themselves are driving about in handsome chariots at home, and it may be attending church regularly on the Sabbath. The other class come out here to teach the Chinese moral doctrines; the members of it remain amongst the Chinese, and, in not a few cases, do a great deal of good. The contrast between the two doctrines inculcated is worthy of notice. Whilst one class is instructing the Chinaman to love his neighbours as himself, the other tells him that his old matchlock does not kill half fast enough, and that he will furnish him with a weapon unexceptionable in its killing qualities. Why does not the Chinaman ask the missionary how it is that precepts in direct conflict with one another are thrust upon him? The missionary (the genuine one) hands the Chinaman a bible, in which a man is taught to love even his enemy; the teacher of modern warfare hands him a tract of the Enfield or Snider pattern, and tells him he may use it as he likes provided he (the Chinaman) will wait until he (the vendor of the tract) is at a respectful distance.

It is not, in showing a country like China, which has no outside enemies, how to use a gun that we shall hope to shed a regenerative influence, it is not in placing rifles in the hands of soldiers, who may be on the side of the government to-day, and be rebels to-morrow, that we shall do good. It is in showing them how to be honest, in showing the officials, by our own good example, how to account for what they receive. This is no doubt a gigantic task; but it is not insuperable. An institution has been created in China, which has done more good to the land than any number of muskets, and which has been the bond of union hitherto between Chinese and foreigners. The influence of this institution will tend to make the existing friendship each day grow stronger, and will be the best guarantee of peace that we have ever secured. We allude, of course, here to the Customs service. This establishment shows the Chinese *not* how to kill, but how to be honest, and it also enables them to see that foreigners are not what they were painted—that they work honestly, account for all money collected, that connivance at infringement of rules is not to be purchased. Since the service was started there has been but a solitary instance in which trust has been abused. The Customs exercises a really good influence over China. The work of regeneration from this source goes on quietly, and without causing trouble.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS.
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

NOTICE.
STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.
W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder. Lake Superior and Pacific Fuse Company's Safety Fuse. [ly 721 May 8

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO-NAM, AND CANTON that he has shops established at those places in the name of HING KEE.
In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and GILMAN'S STORES, &c., of the best quality.
In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.
Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.
HING KEE.
1y 745 Hongkong, 13th May, 1873.

LEE CHIK-FONG, native of Namhoi District, was manager in the firm of KWONG KAT CHEUNG in Singapore. On the 4th inst., being ill, he took a passage by the steamer *Namoa*, of Messrs. DOUGLAS LAPRAIK & Co., bound for Hongkong. Unfortunately he died during the voyage on the 10th instant. According to ship's regulations, the corpse would be thrown overboard, but, thanks to Captain WESTON and to the CHIEF OFFICER, and CHEANG AHOI, the Compradore of the said ship, it was encoffined, so that, on arrival of the ship at its destination, the body was handed to his relatives. In order to make known the great kindness and consideration shown to the deceased by Captain WESTON, the Chief Officer, and Compradore of the said vessel, the above facts are published.
KWONG KAT CHEUNG.
6d 262 Hongkong, 16th February, 1874.

NOW READY.
THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT.
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrappers, ... $1.50
Neatly Bound, ... $2.00
Apply at the *Daily Press* Office.

永興記炭
WING-KEE COAL SHOP.
THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1343 Hongkong, 10th August, 1873.

For Sale.

SAYLE & CO.
BEG to announce to their Customers and the Public that they are now showing their NEW GOODS for the AUTUMN and WINTER SEASONS, which have been carefully selected from the best and cheapest Markets, and are of the newest and most FASHIONABLE STYLES, comprising the following:—
Ladies' JACKETS and MANTELETS in SILK, VELVET, and FANCY CLOTH.
OPERA CLOAKS.
LLAMA, TASMANIAN, SEDAN, and other SHAWLS.
Norwich SILK SQUARES.
COSTUMES and POLONAISES, in new materials of the latest designs.
FANCY TRIMMED UNDERSKIRTS.
TRIMMED STRAW and MILLINERY HATS and BONNETS. (A choice Assortment of the above received Monthly.)
Ladies' and Childrens' UNTRIMMED HATS, in Felt, Velvet, and Straw.
BLACK and COLORED SILKS.
FANCY DRESS MATERIALS of all kinds.
BLACK SILK VELVET.
BLACK and COLORED VELVETEEN.
Chintz and Printed FLANNELS, for Dressing Gowns.
REAL VALENCIENNES, MALINES MALTESE, CLUNY, HONITON and DUCHESSE LACES.
LACE and MUSLIN GOODS of all descriptions.
BROCHE SASHES (hand-sewn).
Embroidered BOOK MUSLIN SASHES.
Moire, Faille, and Chené SASH RIBBONS.
KID GLOVES, single and double button.
A large Stock of LADIES' and CHILDREN'S UNDER-CLOTHING and BABY LINEN, always on hand.
CORSETS and DRESS IMPROVERS.
The Patent Washing ORINOLINE.
RIBBONS, FLOWERS and FEATHERS.
Ermine and Swansdown COLLARETTES, MUFFS, and TRIMMINGS.
JET NECKLETS, BROOCHES, and EAR-RINGS.
GOLD LOCKETS.
SOAPS, PERFUMERY and TOILET REQUISITES of all kinds.
&c., &c., &c.
DRESSMAKING AND MILLINERY BY EXPERIENCED EUROPEAN ASSISTANTS.
ORDERS EXECUTED WITH CARE AND DESPATCH, AND AT VERY MODERATE CHARGES.
SAYLE & Co.,
GENERAL DRAPERS,
QUEEN'S ROAD & STANLEY STREET, HONGKONG;
AND AT SHANGHAI.

CHAMPAGNE, (Genuine Mark.)
THEOPHILE ROEDERER,—

Gladiateur,	Pints,	2 doz.	each case.
Carte Blanche,	do.	2 do.	do.
Carte Noire,	do.	2 do.	do.

D. ST. MARCEAUX,—

Carte Blanche, Dry,	Quarts,	1 doz.	each case.
Do. do.	Pints,	2 do.	do.
Do. Dry,	Half-pints,	4 do.	do.
Carte Noire, Very Dry,	Quarts,	1 doz.	case.
Do. do.	Pints,	2 do.	do.

DUC DE MONTEBELLO,—

Carte Blanche,	Quarts,	1 doz.	each case.
Do.	Pints,	2 do.	do.
Do.	Half-pints,	4 do.	do.

Apply to
G. DUBOST & Co.
3m 195 Hongkong, 3rd February, 1874.

FOR SALE.
EXSHAW'S BRANDY, in 1 Dozen Cases.
GILMAN & Co.,
tf 2060 Hongkong, 19th December, 1873.

FOR SALE.
A FEW Cases of Cosen's Superior PALE SHERRY.
Apply to
No. 8, PEDDAR'S HILL.
14d 237 Hongkong, 12th February, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,
BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.
tf 976 Hongkong, 19th June, 1873.

NOW READY
IMPERIAL QUARTO.
ENGLISH AND CHINESE DICTIONARY,
WITH THE
PUNTI AND MANDARIN PRONUNCIATION.
AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.
FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.
To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabularly contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000; whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.
For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.
It comprises upwards of two thousand large quarto pages.
TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
„ DAILY PRESS" OFFICE, HONGKONG.

For Sale.

THE RACES.
EX FRENCH MAIL S. S. *PEI-HO.*
THOMPSON & HIND
Having received a Choice ASSORTMENT OF SPECIALITIES,
Beg to call
THE ATTENTION OF LADIES
to their
PARIS TRIMMED HATS and BONNETS, FLOWERS and FEATHERS,
SASHES and SASH RIBBONS,
For Evening Wear.
KID GLOVES,
In all the Newest Tints.
LADIES' COLOURED and WHITE KID SHOES, &c., &c.
GENTLEMEN'S FELT HATS,
in all the latest shapes:—
THE BEAUFORT,
ATHOL,
BOHEMIAN
ARGYLE,
HUNGARIAN,
HAVRE,
MELVILLE.
33, QUEEN'S ROAD,
HONGKONG.
260 Hongkong, 16th February, 1874.

BAKER & CO.
BEG most respectfully to inform the Public that they are now offering the remains of their
WINTER STOCK,
AT GREATLY REDUCED PRICES.
BAKER & Co. would also call attention to their SPECIAL STOCK of Ladies' and Gentlemen's
FRENCH KID GLOVES,
opened exclusively for the
RACES.
BAKER & CO.,
COURT DRESS MAKERS & MILLINERS,
24, QUEEN'S ROAD.
tf 243 Hongkong, 13th February, 1874.

HONGKONG RACES, 1874.
ROSE & CO.
ARE now showing:—
LADIES' COSTUMES.
PARIS MILLINERY.
KID GLOVES, 2 and 3 Buttons.
RACE SCARFS, in Owners' Colors.
DRAB FELT HATS, New Shapes.
KID GLOVES.
RIDING and DRIVING GLOVES.
FRENCH BOOTS and SHOES.
WELLINGTON STREET,
OPPOSITE ROMAN-CATHOLIC CHAPEL.
7d 239 Hongkong, 12th February, 1874.

FOR SALE.
JOHN DURAND & Co.'s BORDEAUX WINES.
BLANCHY FRERES & Co.'s BRANDIES.
STARTUP & KENTISH'S SHERRIES and PORT WINES.
J. LEMBKE.
3m 226 Hongkong, 10th February, 1874.

FOR SALE.
THEOPHILE ROEDERER & Co.'s CHAMPAGNE, (Genuine Mark):—
Gladiateur, in Pints.
Carte Blanche, „ „
Carte Noire, „ „
J. LEMBKE.
3m 227 Hongkong, 10th February, 1874.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

Insurances.

BATAVIA SEA AND FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1y 1 Hongkong, 1st January, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.
NOTICE.
ON and after SATURDAY, the 1st November, a Brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed on *all insurances* granted by this Association.
RUSSELL & Co.,
Agents.
tf 1800 Hongkong, 30th October, 1873.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
CHAS. H. MORGAN,
Agent.
1y 966 Hongkong, 18th June, 1873.

IMPERIAL FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $30,000 on Buildings, or on Goods stored thereon.
GIBB, LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

IMPERIAL FIRE INSURANCE CO.
FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.
The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.
GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
Established 1809.
CAPITAL—£2,000,000.
THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 %:
Detached and semi-detached Dwelling Houses, removed from Town, and their Contents ... ¼ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents ... ½ „ „
Godowns, Offices, Shops, &c., and their Contents ... 1 „ „
SHORT PERIOD INSURANCES.
Not exceeding ten days, ½ of the annual rate.
Not exceeding one month ... ¼ „ „
Above 1 month, and not exceeding 3 months ... ½ „ „
Above 3 months, and not exceeding 6 months ... ¾ „ „
Above 6 months ... the full annual rate.
GILMAN & Co.,
Agents.
tf 1903 Hongkong, 21st November, 1873.

NOTICE.
THE CHINESE INSURANCE COMPANY, LIMITED.
AFTER this date, the Brokerage allowed by this Company on the Premia on RISKS to ports west of Singapore, will be Ten per cent. (10%) only; on ALL OTHER INSURANCES a Brokerage of Thirty-three and One-third per cent. (33⅓ %) on the Premia will be allowed, as heretofore.
OLYPHANT & Co.,
General Agents.
tf 42 Hongkong, 5th January, 1874.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, (LIMITED.)
NOTICE.
ON and after the present date, a rebate of Thirty-three and one-third per cent. (33⅓ %) will be allowed on *all insurances* granted by this Company.
By order of the Consulting Committee,
AUGUSTINE HEARD & Co.,
General Agents.
tf 1805 Hongkong, 1st November, 1873.

NOTICE.
ROYAL INSURANCE COMPANY.
THE Undersigned are prepared to grant Policies against Fire in the above Company at current rates, subject to a discount of 20 per cent.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1617 Hongkong, 1st October, 1873.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY.
THE Undersigned have been appointed Agents at Amoy for the above Company, and are prepared to accept risks by first-class steamers and sailing vessels.
DODD & Co.
3m 1397 Amoy, 14th November, 1873.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 335

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.
THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.
AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1863.

OCEAN MARINE INSURANCE COMPANY, LONDON.
INCORPORATED 1859.
CAPITAL, £1,000,000.
THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.
AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.
THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent*
tf Hongkong, 1st July, 1867.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
FROM this date, until further notice, a Discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY
THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

PHŒNIX FIRE INSURANCE COMPANY
FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

NOTICE.
IMPERIAL FIRE OFFICE.
FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ½ of the annual rate
Above 1 month, and not exceeding ... ¾ | do. do.
Above 3 months, and not exceeding ... 6 „ | do. do.
Above 6 months the full annual rate.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.
NOTICE.
IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—
Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.
One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.
AUGUSTINE HEARD & Co.,
General Agents.
tf 314 Hongkong, 10th February, 1873.

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

NOTICE
FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼ the annual rates
Not exceeding 1 month	½ do. do.
Above 1 month, and not exceeding three months	¾ do. do.
Above 3 months, and not exceeding six months	¾ do. do.

Above six months the full annual rate.
JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 26th August 1869.

NOTICE.
THE QUEEN INSURANCE COMPANY.
THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ¼ of the annual rate.
Not exceeding 1 month, ½ do. do.
Above 1 month and not exceeding 3 months ... ¾ do. do.
Above 3 months and not exceeding 6 months ... ¾ do. do.
EDWARD NORTON & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.
UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—
Detached & semi-detached Dwelling Houses removed from town, and their contents. } ¼ per cent.
Other dwelling Houses, used strictly as such, and their contents. } ½ per cent.
Godowns, Offices, Shops, &c., and their contents. } 1 per cent
GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company.
tf 864 Hongkong, 7th March, 1865.

Vessels on the Berth.

STEAM TO SHANGHAI,
(Taking Cargo at through rates for NAGASAKI *and* HIOGO.)
THE P. & O. S. N. Co.'s Steamship
"ORISSA"
will leave for the above place at 1 P.M. TODAY, the 19th instant.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 18th February, 1874. [213

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.
THE Company's Steamship
"PATROCLUS"
will be despatched on or about the 24th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
9d 253 Hongkong, 16th February, 1874.

FOR SAN FRANCISCO.
THE A 1 British Steamer
"SCOTLAND,"
S. D. Washburn, Commander, will be despatched for the above port on or about the 15th March.
For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.,
Agents.
tf 167 Hongkong, 30th January, 1874.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, *via* SUEZ CANAL.
THE Company's Steamship
"ANTENOR,"
will be despatched on or about the 25th instant. Insurance risks accepted on behalf of the Company as under:—
On Tea 27/. % all risks, 18/. % F.P.A.
„ Silk 18/. % do.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
8d 264 Hongkong, 17th February, 1874.

FOR SAN FRANCISCO.
THE A 1 American Ship
"MIDNIGHT,"
Capt. Kendrick, will load here for the above port, and have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 265 Hongkong, 17th February, 1874.

FOR NEW YORK.
THE German Bark
"ANNA DOROTHEA,"
having the greater portion of her Cargo engaged, will load at Whampoa and Hongkong for the above port, and have quick despatch.
For Freight, apply to
OLYPHANT & Co.
tf 254 Hongkong, 16th February, 1874.

FOR NEW YORK.
THE A 1 German Brig
"AUGUST,"
P. Bus, Master, will load here and at Whampoa for the above port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 252 Hongkong, 14th February, 1874.

FOR PORTLAND (OREGON).
THE well-known A 1 Clipper Barque
"FORWARD,"
Wm. Whyte, Master, having the greater portion of her Cargo engaged, will have immediate despatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 228 Hongkong, 10th February, 1874.

FOR MANILA.
THE American Ship
"CASHMERE"
will have immediate despatch for the above port.
For Freight, apply to
OLYPHANT & Co.,
Agents.
tf 220 Hongkong, 9th February, 1874.

FOR MELBOURNE AND SYDNEY.
THE well-known Clipper Ship
"ONWARD,"
daily expected from the Colonies, on its arrival will have immediate despatch for the above ports.
For Freight or Passage, apply to
ROZARIO & Co.
tf 150 Hongkong, 26th January, 1874.

FOR SAN FRANCISCO.
THE A 1 American Schooner
"C. L. TAYLOR,"
Capt. Sears, will have immediate despatch for the above port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 145 Hongkong, 26th January, 1874.

FOR LONDON.
THE A 1 British Ship
"FONTENAYE,"
Captain Taylor, will load here and at Whampoa for the above port, and will have early despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 108 Hongkong, 30th January, 1874.

FOR LONDON.
THE A 1 British Clipper Ship
"LENNOX CASTLE,"
Captain Stewart, will load here and at Whampoa for the above port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 132 Hongkong, 22nd January, 1874.

Intimations.

G. O. ROGERS, D.D.S.,
(Successor to Dr. V. D. COLLINS,)
DENTIST,
No. 7, ARBUTHNOT ROAD.
tf 247 Hongkong, 13th February, 1874.

BY SPECIAL APPOINTMENT
TO HIS EXCELLENCY THE GOVERNOR, AND
To H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.
T. N. DRISCOLL,
CIVIL, NAVAL, & MILITARY TAILOR, WOOLLEN DRAPER, HATTER, HOSIER, AND GENERAL OUTFITTER,
45 and 47, Queen's Road, next to Oriental Bank. [Feb. 1.
tf 192]

FOOCHOW DOCK.
PAGODA ANCHORAGE.
THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.
The Dock has a Caisson Gate, and is pumped out by steam.
A new FOUNDRY for large iron and brass castings has recently been added.
The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.
Dry Godowns are on the premises, available for stowage of cargo, &c.
A large stock of Timber, Metal, and other Dock-yard Material always on hand.
Vessels docked for examination, re-metalled, resparred, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.
The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.
JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY).
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

BROWN, JONES & CO., UNDERTAKERS, &c.,
OFFICE—No. 9, HOLLYWOOD ROAD.
Memorial Stones and Monuments erected.
tf 137 Hongkong, 21st January, 1873.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Aylbraith.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

NOTICE.
P. & O. S. N. Co.
COMMENCING with the mail of 8th January, 1874, and until further notice, the Company's Homeward Steamers from Calcutta, in connection with the Mail Steamers from this Port, will proceed to Southampton via the Suez Canal.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 18th December, 1873. [2050

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GOLCONDA*," Captain C. FRASER, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 19th February, at noon.
Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 18th idem.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.
The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 6th February, 1874.

NOTICE
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS, AND PORT LOUIS.
ON THURSDAY, the 26th February, 1874, at noon, the Company's Steamship "*IRAOUADDY*," Commandant BOURDON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping orders will be granted till noon, cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 25th February, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 12th February, 1874.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.
THE S. S. "*ALASKA*" will leave Hongkong for San Francisco, via Yokohama, on FRIDAY, the 27th instant, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.
A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.
At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France, and Germany.
Return Passage Tickets issued at a reduction of 20 per cent. on regular rates.
Freight will be received on board until 4 P.M. of the 26th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.
For further information as to Passage and Freight, apply to the Agency of the Company,